



U.S. Department
of Homeland Security
**United States
Coast Guard**

LOCAL NOTICE TO MARINERS

District: 5

Week: 12/09

Coastal Waters from Shrewsbury River, New Jersey to Little River, South Carolina

The Local Notice to Mariners contains all information relevant to the waterways within the Fifth Coast Guard District and is updated each Tuesday on the U.S. Coast Guard Navigation Center website at www.navcen.uscg.gov/lnm/d5. If you have questions about the LNM, please contact:

COMMANDER, FIFTH COAST GUARD DISTRICT (dpw)
431 Crawford Street, Portsmouth, Virginia 23704
Telephone (Day) : (757) 398-6486/6552

AIDS TO NAVIGATION DISCREPANCY REPORTING

To report any Aids to Navigation discrepancies (missing, damaged, extinguished lights, off station), shoaling or hazards to navigation, discrepancies to bridge lighting, please contact the following 24 hour numbers:

1. For PA, NJ, DE waters, coastal and tributaries contact COGARD SECTOR DELAWARE BAY at (215) 271-4940.
2. For MD, DE in the Upper Chesapeake Bay and tributaries contact COGARD SECTOR BALTIMORE at (410) 576-2521.
3. For VA in Lower Chesapeake Bay below Smith Point Light and tributaries and VA, MD Eastern Shore Bay and coastal contact COGARD SECTOR HAMPTON ROADS at (757) 483-8567.
4. For NC waters, coastal and tributaries contact COGARD SECTOR NORTH CAROLINA at (252) 247-4570.

REFERENCES

Light List: ATLANTIC COAST, VOLUME II, COMDTPUB P16502.2, 2009 EDITION
U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook, NJ to Cape Henry, VA (42nd) Edition
U.S. Coast Pilot 4, Atlantic Coast: Cape Henry, VA to Key West, FL (40th) Edition
All bearings are in degrees TRUE - All times are in Local Time inless otherwise noted.

NAVIGATIONAL INTERNET SITES

CHART CORRECTION

<http://chartmaker.ncd.noaa.gov> and <http://www.maptech.com>

2009 Light List/ Summary of Corrections

<http://www.navcen.uscg.gov/pubs/LightLists/LightLists.htm>

Coast Pilot Corrections

<http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>

D5 LNM on Internet/Archived Back Issues for 2008/2009

<http://www.navcen.uscg.gov/lnm/d5>

Chesapeake Bay Weather Buoys

<http://www.cbos.org/client.cgi>

NOAA Weather Buoy Sites

<http://seaboard.ndbc.noaa.gov/Maps/wrldmap.shtml>

Tides on Line

<http://www.tidesonline.nos.noaa.gov>

Tides, Currents, PORTS

<http://www.co-ops.nos.noaa.gov>

Weather

<http://www.intellicast.com/>

Fifth Coast Guard District (D5) (dpw) Local Notice to Mariners for correspondence, questions, LNM article requests:
william.r.jones@uscg.mil or at (757) 398-6486

U.S. Army Corps of Engineers Willimington District Survey Maps
<http://www.saw.usace.army.mil/nav>
U.S. Army Corps of Engineers Norfolk District Survey Maps
<http://rci.nao.usace.army.mil/esds/index.asp>
U.S. Army Corps of Engineers Baltimore District Survey Maps
<http://www.nab.usace.army.mil/Surveys/BHC/bhc.htm>

BROADCAST NOTICES TO MARINERS

This section contains corrections to federal and private Aids to Navigation, as well as NOS Corrections. Navigation information having been of immediate concern to the Mariner and promulgated by the following Broadcast Notices to Mariners (BMNs) have been incorporated in this notice when still significant at the date of this publication. Texts of active BMNs are viewable at <http://www.uscg.mil/d5/waterways/default.asp>.

CCGD5 (D5)- 078 THRU 083, 087 THRU 099-09.

Sector Delaware Bay (DB)- 086, 088, 095, 097-09.

Sector Baltimore (BA)- 112, 126, 128, 129, 130, 132, 133, 137, 140, 142, 143, 144, 145, 146, 147-09.

Sector Hampton Roads (HR) - 113, 118, 125, 130, 132, 134-09.

Sector North Carolina (NC)- 137, 143, 146, 149, 150, 151, 155, 157, 158, 160, 161, 162, 164, 166, 167-09.

ABBREVIATIONS

A through H

ACOE - Army Corps of Engineers
ADRIFT - Buoy Adrift
AICW - Atlantic Intracoastal Waterway
Al - Alternating
B - Buoy
BKW - Breakwater
bl - Blast
BNM - Broadcast Notice to Mariner
bu - Blue
C - Canadian
CHAN - Channel
CGD - Coast Guard District
C/O - Cut Off
CONT - Contour
CRK - Creek
CONST - Construction
DBN/Dbn - Daybeacon
DBD/DAYBD - Dayboard
DEFAC - Defaced
DEST - Destroyed
DISCON - Discontinued
DMGD/DAMGD - Damaged
ec - eclipse
EST - Established Aid
ev - every
EVAL - Evaluation
EXT - Extinguished
F - Fixed
fl - flash
Fl - Flashing
G - Green
HAZ - Hazard to Navigation
HBR - Harbor
HOR - Horizontal Clearance
HT - Height

I through O

I - Interrupted
ICW - Intracoastal Waterway
IMCH - Improper Characteristic
INL - Inlet
INOP - Not Operating
INT - Intensity
ISL - Islet
Iso - Isophase
kHz - Kilohertz
LAT - Latitude
LB - Lighted Buoy
LBB - Lighted Bell Buoy
LHB - Lighted Horn Buoy
LGB - Lighted Gong Buoy
LONG - Longitude
LNM - Local Notice to Mariners
LT - Light
LT CONT - Light Continuous
LTR - Letter
LWB - Lighted Whistle Buoy
LWP - Left Watching Properly
MHz - Megahertz
MISS/MSNG - Missing
Mo - Morse Code
MSLD - Misleading
N/C - Not Charted
NGA - National Geospatial-Intelligence Agency
NO/NUM - Number
NOS - National Ocean Service
NW - Notice Writer
OBSCU - Obscured
OBST - Obstruction
OBSTR - Obstruction
Oc - Occulting
ODAS - Anchored Oceanographic Data Buoy

P through Z

PRIV - Private Aid
Q - Quick
R - Red
RACON - Radar Transponder Beacon
Ra ref - Radar reflector
RBN - Radio Beacon
REBUILT - Aid Rebuilt
RECOVERED - Aid Recovered
RED - Red Buoy
REFL - Reflective
RRL - Range Rear Light
RELIGHTED - Aid Relit
RELOC - Relocated
RESET ON STATION - Aid Reset on Station
RFL - Range Front Light
RIV - River
s - seconds
SEC - Section
SHL - Shoaling
si - silent
SIG - Signal
SND - Sound
SPM - Single Point Mooring Buoy
SS - Sound Signal
STA - Station
STRUCT - Structure
St M - Statute Mile
TEMP - Temporary Aid Change
TMK - Topmark
TRLB - Temporarily Replaced by Lighted Buoy
TRLT - Temporarily Replaced by Light
TRUB - Temporarily Replaced by Unlighted Buoy
W - White
Y - Yellow

Additional Abbreviations Specific to this LNM Edition: None

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

CAUTION TO BE USED IN RELIANCE UPON AIDS TO NAVIGATION

The aids to navigation depicted on charts comprise a system of fixed and floating aids with varying degrees of reliability. Therefore, prudent mariners will not rely solely on any single aid to navigation, particularly a floating aid. With respect to buoys, the buoy symbol is used to indicate the approximate position of the buoy body and the sinker, which secures the buoy to the seabed. The approximate position is used because of practical limitations in positioning and maintaining buoys and their sinkers in precise geographical locations. These limitations include, but are not

limited to, inherent imprecision-s in position fixing methods, prevailing atmospheric and sea conditions, the slope of and the material making up the seabed, the fact that buoys are moored to sinkers by varying lengths of chain, and the fact that buoy body and/or sinker positions are not under continuous surveillance but are normally checked only during periodic maintenance visits which often occur more than a year apart. The position of the buoy body can be expected to shift inside and outside the charting symbol due to the forces of nature. The mariner is also cautioned that buoys are liable to be carried away, shifted, capsized, sunk, etc. Lighted buoys may be extinguished or sound signals may not function as the result of ice, running ice or other natural causes, collisions, or other accidents. For the foregoing reasons, a prudent mariner must not rely completely upon the position or operation of floating aids to navigation, but will also utilize bearings from fixed objects and aids to navigation on shore. Further, a vessel attempting to pass close aboard always risks collision with a yawing buoy or with the obstruction the buoy marks.

VA - HAMPTON ROADS - ELIZABETH RIVER/SEWELL POINT/WILLOUGHBY BAY -U.S. NAVY RESTRICTED AREAS

Mariners are reminded that the area in the vicinity of the U.S. Naval Station Norfolk, from the Elizabeth River Channel Lighted Gong Buoy 5 (LLNR 9470) to the Elizabeth River Channel Lighted Buoy 11 (LLNR 9525) and along the south side of Willoughby Bay, is a RESTRICTED AREA. This OFF LIMITS AREA is depicted in the color magenta on the below listed charts. Unauthorized vessels entering this RESTRICTED AREA may encounter USE OF FORCE procedures by patrolling security vessels. Boaters are requested to remain in the marked channel clear of shipping while transiting the Norfolk Harbor Reach. Naval Station Norfolk Security can be contacted via VHF-FM channel 14. Charts: 12245, 12253, 12256 & 12206.

LNM: 43/07

NOAA INTENTION TO ELIMINATE LORAN-C LATTICES FROM PAPER CHARTS

NOAA's National Ocean Service (NOS) intends to eliminate LORAN-C lattices from future editions of NOS Paper Nautical Charts and Raster Navigational Charts starting in 2009. NOAA's Office of Coast Survey (OCS) requests that all comments about this change be sent via OCS' inquiry page <<http://ocsddata.ncd.noaa.gov/ldrs/inquiry.aspx>> before April 24, 2009. Any other questions may be directed to the inquiry page or by calling NOAA's navigation inquiry hotline: 1-888-990-NOAA (6622).

LNM: 09/09

CODE OF FEDERAL REGULATIONS -TITLE 33 PART 70 - INTERFERENCE WITH OR DAMAGE TO AIDS TO NAVIGATION

No person, shall take possession of or make use of for any purpose, or build upon, alter, deface, destroy, move, injure, obstruct by fastening vessels thereto or otherwise, or in any manner whatever impair the usefulness of any aid to navigation established and maintained by the United States.

Recently several offshore NOAA data buoys parted their moorings and became adrift due to excessive strain on the mooring. These navigational data buoys collect valuable on scene weather data for all mariners. These buoys are anchored to the seabed, and some have a watch circle radius of over 1 nautical mile. Once the mooring is parted and the buoy is adrift only certain Coast Guard resources can reset the aid back on its intended station. Coordinating of resources to retrieve the buoy, and place it back on station is time consuming and sometimes take weeks, thus valuable weather information cannot be obtained and relayed to mariners in need of it. Mariners are advised not to interfere with these aids to navigation and report any sightings of vessels tied off to them to the U.S. Coast Guard. Interference with or intentional damage to Aids to Navigation is a misdemeanor and shall be subject to a fine not exceeding the sum of \$500 for each offense (33 CFR 70.0l).

CHESAPEAKE BAY-REGULATED NAVIGATION AREA (RNA) REQUIREMENTS FOR PORT ENTRY/TRANSIT/DEPARTURE.

Mariners have been advised that there has been an amendment to the Chesapeake Bay Regulated Navigation Area which requires all vessels 300 gross tons and over, including tug and barge combined, to obtain permission prior to entering, departing, and/or moving within the Regulated Navigation Area. To obtain permission, vessels shall contact the Joint Harbor Operations Center (JHOC) prior to entry or movement via VHF-FH CH 12, alternate 13/16 and relay vessel documentation number, IMO number or VIN for verification. This includes entries from offshore, James River, Chesapeake Bay or Intracoastal Waterway. Alternate JHOC phone numbers are (757) 444-5210/5209. If the JHOC cannot be reached, the Captain of the Port (COTP) Command Duty Officer may be reached at (757) 668-5555.

REQUIRED BALLASTWATER MANAGEMENT REPORTS FOR VESSELS OPERATING OUTSIDE THE EEZ

Mariners are reminded that in accordance with 33 CFR 151.2040, all vessels which carry ballast water, including residual ballast water and sediments, are asked to submit a ballast water management report after operating outside the EEZ at their first port of call in U.S. waters. These reports may be transmitted electronically to <http://invasions.si.edu/ballast.htm>, e-mailed to ballast@serc.si.edu, faxed to Commandant, U.S. Coast Guard, c/o the NBIC at 301-261-4319, or mailed to U.S. Coast Guard, c/o Smithsonian Environmental Research Center (SERC), P.O.

USCG NAVIGATIONAL INFORMATION SERVICE (NIS)/USCG NAVIGATION CENTER

The United States Coast Guard Navigational Information Service (NIS), operated by the USCG Navigation Center, is staffed 24 hours a day, 7 days a week. The NIS provides information on the current operational status, effective policies, and general information on GPS, DGPS, and LORAN-C. The NIS also disseminates Safety Broadcasts (BNM), Local Notice to Mariners (LNM), and the latest Notice Advisory to Navstar (NANU). These notices can also be obtained via e-mail subscription through the USCG Navigation Center website (<http://www.navcen.uscg.gov/gps/status/default.htm>). In addition, the NIS investigates all reports of degradation or loss of GPS, DGPS or LORAN service. Mariners are encouraged to report all degradation of radio navigation services to the NIS via any of the following: Phone: 703-313-5900, Email: webmaster@navcen.uscg.mil or on the World Wide Web at <http://www.navcen.uscg.gov>.

NAUTICAL CHART UPDATES

The National Ocean Service (NOS) has moved and expanded the function of its "critcorr" website. The new "Nautical Chart Updates" website allows the mariner to update their nautical charts from one database that includes information from NOS, and NGA Notice to Mariners, the Coast Guard Local Notice to Mariners and the Canadian Coast Guard Notice to Mariners. To access the website and for more information go to: and click on: <http://www.nauticalcharts.noaa.gov>.

NATIONAL OCEAN SERVICE (NOS) - CHARTS, PUBLICATIONS, AND TABLES - SALES AGENTS

Sales agents for Charts and Coast Pilots of the National Ocean Service are located in many U. S. ports and in some foreign ports. A list of authorized sales agents and chart catalogs is available free upon request from National Ocean Service, Distribution Division (N/ACC3), 6501 Lafayette Avenue, Riverdale, Maryland 20737.

ATLANTIC SEACOAST - CRITICALLY ENDANGERED RIGHT WHALES – SHIPSTRIKE REDUCTION

ENDANGERED RIGHT WHALES MAY BE ENCOUNTERED IN OFFSHORE AND COASTAL WATERS. RIGHT WHALES ARE SLOW MOVING AND AT RISK OF SERIOUS INJURY OR DEATH DUE TO COLLISIONS WITH VESSELS. BEGINNING DECEMBER 9, 2008, U.S. LAW (50 CFR 224.105) PROHIBITS OPERATING VESSELS 65 FEET (19.8 M) OR GREATER IN EXCESS OF 10 KNOTS IN SPECIFIC MANAGED LOCATIONS ALONG THE U.S. EAST COAST DURING TIMES WHEN RIGHT WHALES ARE LIKELY TO BE PRESENT. SEE ENCLOSED COMPLIANCE GUIDE (ENCLOSURE 2) FOR SPECIFIC TIMES, AREAS, AND EXCEPTIONS TO THIS LAW. INTENTIONALLY APPROACHING WITHIN 500 YARDS OF RIGHT WHALES IS PROHIBITED AND IS A VIOLATION OF U.S. LAW. A MINIMUM DISTANCE OF 500 YARDS MUST BE MAINTAINED FROM A SIGHTED WHALE UNLESS HAZARDOUS TO THE VESSEL OR ITS OCCUPANTS. THE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA) RECOMMENDS THAT OPERATORS ASSUME THAT ANY WHALE SIGHTED IS A RIGHT WHALE. NOAA ALSO RECOMMENDS SPEEDS OF 10 KNOTS OR LESS IN AREAS USED BY RIGHT WHALES AND OUTSIDE OF SEASONALLY MANAGED AREAS WHEN CONSISTENT WITH SAFETY OF NAVIGATION. IN THE NORTHEAST, PLEASE REPORT ALL RIGHT WHALE SIGHTINGS TO 978-585-8473 AND ALL COLLISIONS TO 978-281-9351, OR TO THE COAST GUARD VIA CHANNEL 16. FOR MORE INFORMATION, CONSULT THE U.S. COAST PILOT. VESSELS THAT REPORT MSR ARRIVALS VIA TELEX MUST USE THE NEW NUMBER 48156090 EFFECTIVE IMMEDIATELY. E-MAIL ADDRESS :

[HTTP://WWW.NMFS.NOAA.GOV/PR/SHIPSTRIKE](http://WWW.NMFS.NOAA.GOV/PR/SHIPSTRIKE), [HTTP://NERO.NOAA.GOV/SHIPSTRIKE](http://NERO.NOAA.GOV/SHIPSTRIKE), OR [HTTP://RIGHTWHALESSOUTH.NMFS.NOAA.GOV](http://RIGHTWHALESSOUTH.NMFS.NOAA.GOV)

LNM: 49/08

SECTION II - DISCREPANCIES

This section lists all reported and corrected discrepancies related to Aids to Navigation in this edition. A discrepancy is a change in the status of an aid to navigation that differs from what is published or charted.

DISCREPANCIES (FEDERAL AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
5	NOAA Lighted Data Buoy 44004 (ODAS)	ADRIFT	13003	446D5	43/08	
630	Outer Diamond Shoals Buoy 2	MISSING	12200	137NC	10/09	
635	NOAA Lighted Data Buoy 41001 (ODAS)	ADRIFT	12200	446D5	32/08	
640	Diamond Shoals Lighted Buoy 12	REDUCED INT	11555	648NC	48/08	

720	Beaufort Inlet Channel Lighted Whistle Buoy BM	REDUCED INT/RAC INOP	11547	158NC	12/09
835	Frying Pan Shoals Lighted Buoy 16	LT EXT	11536	149D5	52/08
1270	Great Egg Harbor Inlet Lighted Buoy 1	TRLB	12316	538DB	51/08
1285	Great Egg Harbor Inlet Lighted Buoy 5	MISSING	12316	063DB	08/09
1640	Ship John Shoal Light	REDUCED INT	12304	566DB	52/08
2055	Delaware Bay East Icebreaker Light	REDUCED INT	12216	020DB	04/09
4830	Isle Of Wight Bay Daybeacon 5	TRUB/DBN DEST	12211	027HR	03/09
5000	Sinepuxent Bay Channel Daybeacon 2	TRUB/DBN DEST	12211	171HR	21/08
5280	Chincoteague Inlet Lighted Buoy 2	LT EXT	12210	133HR	12/09
5400	Chincoteague Channel Light 29	TRLB/DBN DEST	12210	231HR	24/08
6348	Virginia Inside Passage Daybeacon 213	TRUB	12224	076ES	31/06
6660	Wachapreague Channel Light 6	TRLB	12210	005ES	03/07
6985	Sand Shoal Inlet Lighted Buoy 6	MISSING	12210	548HR	38/08
7480	Smith Point Light	REDUCED INT	12228	432HR	39/08
7690	Sharps Island Light	LT EXT	12266	007BA	02/08
8050	Craighill Channel Range Rear Light	REDUCED INT	12278	377BA	41/08
8195	Brewerton Channel Lighted Buoy 11	LT EXT	12281	144BA	12/09
8580	Upper Chesapeake Channel Lighted Buoy 29	LT EXT	12278	142BA	12/09
9310	Thimble Shoal Light	REDUCED INT/SS INOP	12245	609HR	51/08
9875	Scott Creek Channel Daybeacon 3	DBN DMGD	12253	108HR	10/09
10180	Long Creek Channel Daybeacon 12	TRUB	12254	102HR	05/09
13200	Poquoson River Light 14	DBN DMGD	12238	134HR	12/09
19180	Nan Cove Channel Daybeacon 5	TRLB/DBN DEST	12264	110BA	10/09
19195	Nan Cove Channel Daybeacon 9	DBN DEST	12264	348BA	37/08
21360	Northwest Harbor Channel Junction Lighted Buoy NH	LT EXT	12281	113BA	11/09
21435	Old Plantation Flats Light	TRLB/HAZ NAV/DBN DMGD	12224	508HR	45/06
21620	Hungar Creek Daybeacon 7	TRLB/DBN DEST	12226	075HR	11/08
22570	Pocomoke River Channel Light 15	DBN DMGD	12228	126BA	11/09
23555	Haines Point Obstruction Buoy HP	MISSING	12231	147BA	12/09
24390	Tedious Creek North Basin Daybeacon 2	OFF STA/TRLB	12261	146BA	12/09
24390	Tedious Creek North Basin Daybeacon 2	TRLB/DBN DMGD	12261	100BA	09/09
27215	Gunpowder River Light 11	TRLB/DBN DMGD	12274	145BA	12/09
27630	Fishing Battery Light	LT EXT	12274	108BA	09/09
27990	Oregon Inlet Buoy 4	MISSING	12204	463NC	38/08
28335	Walter Slough Daybeacon 8	MISSING/TRUB	12204	323NC	27/08
28650	Hatteras Inlet Lighted Buoy 4	MISSING	11555	655NC	49/08
28807	Hatteras Harbor Daybeacon 2	DBN DEST	11555	166NC	12/09
29056	Big Foot Slough Channel Light 9A	DBN DMGD	11550	168NC	12/09
29070.3	Big Foot Slough Channel Daybeacon 11	DBN DMGD	11550	169NC	12/09
29328	Beaufort Inlet Channel Lighted Whistle Buoy BM	REDUCED INT/RAC INOP	11547	158NC	12/09
30140	New River To Cape Fear River Junction Light BC	LT EXT	11541	148NC	11/09
30395	Cape Fear River Channel Lighted Buoy 13A	MISSING/SINKING	11534	150NC	11/09
31045	Lockwoods Folly Inlet Buoy 10	OFF STA	11534	052NC	03/09
31145	Calabash Creek Daybeacon 9	OFF STA/TRUB	11534	470NC	38/08
31495	Albemarle Sound Warning Light F	DBN DMGD	12205	133NC	09/09
32185	Hog Island Daybeacon 2A	DBN DMGD	11548	105NC	07/09
32645	Brant Island Warning Light DD	DBN DMGD	11553	128NC	09/09
32840	Oyster Creek Light 10	DBN DMGD	11545	248NC	27/08
33801	Dawson Creek Entrance Buoy 4	OFF STA	11552	143NC	11/09

34260	Trent River Daybeacon 4A	TRUB/DBN DMGD	11552	164NC	12/09
34370	Core Sound Light 11	TRLB/DBN DEST	11550	092NC	04/09
34540	Core Sound Light 27	LT EXT	11545	162NC	12/09
34570	Fulchers Creek Light 1	MISSING	11545	547NC	42/08
34585	Core Sound Light 33	DBN DMGD	11545	146NC	11/09
35120	New Jersey Intracoastal Waterway Light 39	DBN DMGD	12324	095DB	03/09
35135	Barnegat Inlet Light BI	LT EXT	12324	023DB	04/09
35360	New Jersey Intracoastal Waterway Light 92	DBN DMGD	12324	048DB	07/09
35445	New Jersey Intracoastal Waterway Buoy 112	OFF STA	12316	049DB	07/09
35460	New Jersey Intracoastal Waterway Light 115	MISSING	12316	088DB	07/09
35465	New Jersey Intracoastal Waterway Lighted Buoy 116	TRLB	12316	468DB	40/08
35530	New Jersey Intracoastal Waterway Buoy 129	OFF STA	12316	041DB	05/09
35695	New Jersey Intracoastal Waterway Light 172	MISSING/TRLB	12316	097DB	12/09
35880	New Jersey Intracoastal Waterway Light 225	TRLB	12316		04/09
36030	New Jersey Intracoastal Waterway Daybeacon 270	TRUB	12316	287DB	42/07
38145	Goose Creek Light 1	DBN DMGD	11553	151NC	11/09
38310	Adams Creek Range A Front Light 7	LT EXT	11541	159NC	12/09
39315	New River - Cape Fear River Light 2	TRLB/LT EXT/DBN DEST	11541	129NC	09/09
39385	New River - Cape Fear River Daybeacon 31	TRLB/DBN DEST	11541	098NC	06/09
39520	New River To Cape Fear River Junction Light BC	LT EXT	11541	148NC	11/09
39565	New River - Cape Fear River Daybeacon 105	DBN DMGD	11541	167NC	12/09
40160	Lockwoods Folly River Daybeacon 7	TRLB/DBN DEST	11534	466NC	38/08
40285	Cape Fear River - Little River Daybeacon 63	TRLB/DBN DEST	11534	335NC	27/08
40320	Cape Fear River - Little River Daybeacon 75	MISSING/TRUB	11534	029NC	02/09
40405	Cape Fear River - Little River Daybeacon 99	TRUB/DBN DEST	11534	397NC	33/08

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
4410	Indian River Inlet Buoy 14	RESET ON STATION	12216	060DB	07/09	12/09
8190	Brewerton Channel Lighted Buoy 9	RELIGHTED	12281	141BA	12/09	12/09
9630	Elizabeth River Channel Lighted Buoy 23	RESET ON STATION	12255	131HR	11/09	12/09
9765	Western Branch Channel Daybeacon 7	REBUILT/RECOVERED	12253	110HR	10/09	12/09
11840	Skiffes Creek Channel Daybeacon 3	REBUILT/RECOVERED	12248	094HR	08/09	12/09
12335	James River Channel Light 77A	RELIGHTED	12251	NONEHR	12/09	12/09
16285	Cranes Creek Channel Daybeacon 2	REBUILT/REMAINS	12235	100HR	10/09	12/09
16400	Slough Creek Daybeacon 5	REBUILT/REMAINS	12233	107HR	10/09	12/09
27340	Bush River Wreck Light WR7	WATCHING PROPERLY	12274	127BA	11/09	12/09
28127	Oregon Inlet Channel Daybeacon 36A	REBUILT/RECOVERED	12204	004NC	01/09	12/09
28141	Oregon Inlet Channel Light 41	REBUILT/RECOVERED	12204	662NC	49/08	12/09
28410	Roanoke Sound Channel Daybeacon 12	REBUILT/RECOVERED	12204	003NC	53/08	12/09
28767	Hatteras Inlet Channel Daybeacon 20	REBUILT/RECOVERED	11555	001NC	01/09	12/09
30540	Horseshoe Shoal Channel Range Rear Light	RELIGHTED	11534	153NC	11/09	12/09
30783	Big Island Lower North Range Front Light	RELIGHTED	11537	154NC	11/09	12/09

31740	Edenton Bay Light 2	REBUILT/REMAINS	12205	140NC	10/09	12/09
32140	Pamlico Sound Light PS	RELIGHTED	11555	136NC	10/09	12/09
32990	Pungo River Channel Daybeacon 11	REBUILT/RECOVERED	11553	087NC	05/09	12/09
33015	Pungo River Channel Daybeacon 16	REBUILT/RECOVERED	11553	155NC	11/09	12/09
33980	Neuse River Channel Light 17	RELIGHTED	11552	160NC	12/09	12/09
33985	Neuse River Channel Light 19	RELIGHTED	11552	161NC	12/09	12/09
34341	Core Sound Buoy 4A	RESET ON STATION	11550	145NC	11/09	12/09
35625	New Jersey Intracoastal Waterway Daybeacon 155	REBUILT/REMAINS	12316	080DB	11/09	12/09
35687	New Jersey Intracoastal Waterway Buoy 170A	RESET ON STATION	12316	083DB	11/09	12/09
35735	New Jersey Intracoastal Waterway Junction Light AB	RELIGHTED	12316	084DB	11/09	12/09
35750	New Jersey Intracoastal Waterway Daybeacon 184	REBUILT/REMAINS	12316	038DB	05/09	12/09
38075	Pungo River Channel Daybeacon 16	REBUILT/RECOVERED	11553	155NC	11/09	12/09
38100	Pungo River Channel Daybeacon 11	REBUILT/RECOVERED	11553	087NC	05/09	12/09
38643	Money Island Channel Buoy 1	RESET ON STATION	11547	156NC	11/09	12/09
39955	Horseshoe Shoal Channel Range Rear Light	RELIGHTED	11534	153NC	11/09	12/09
40235	Cape Fear River - Little River Buoy 48	RESET ON STATION	11534	120NC	08/09	12/09

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
857	Bald Head Island Lighted Sensor Buoy A	ADRIFT	11534	058NC	06/08	
1690	Bidwell Creek Entrance Light 2	DBD DMGD	12304	NONEAC	37/06	
2119	Burton Prong Buoy 4	MISSING	12216	0173AC	16/06	
2523	Salem And Hope Creek Security Zone Buoy A	MISSING	12311	076DB	10/09	
2523.1	Salem And Hope Creek Security Zone Buoy B	MISSING	12311	076DB	10/09	
2523.2	Salem And Hope Creek Security Zone Buoy C	MISSING	12311	076DB	10/09	
2523.3	Salem And Hope Creek Security Zone Buoy D	MISSING	12311	076DB	10/09	
2523.4	Salem And Hope Creek Security Zone Buoy E	MISSING	12311	076DB	10/09	
2523.5	Salem And Hope Creek Security Zone Buoy F	MISSING	12311	076DB	10/09	
2523.6	Salem And Hope Creek Security Zone Buoy G	MISSING	12311	076DB	10/09	
2523.7	Salem And Hope Creek Security Zone Buoy H	MISSING	12311	076DB	10/09	
2523.8	Salem And Hope Creek Security Zone Buoy I	MISSING	12311	076DB	10/09	
2523.9	Salem And Hope Creek Security Zone Buoy J	MISSING	12311	076DB	10/09	
2524	Salem And Hope Creek Security Zone Buoy K	MISSING	12311	076DB	10/09	
2524.1	Salem And Hope Creek Security Zone Buoy L	MISSING	12311	076DB	10/09	
2524.2	Salem And Hope Creek Security Zone Buoy M	MISSING	12311	076DB	10/09	
2524.3	Salem And Hope Creek Security Zone Buoy N	MISSING	12311	076DB	10/09	
2524.4	Salem And Hope Creek Security Zone Buoy O	MISSING	12311	076DB	10/09	
2524.5	Salem And Hope Creek Security Zone Buoy P	MISSING	12311	076DB	10/09	
7672	Flag Harbor Entrance Light 2	LT EXT	12264	210BA	24/08	
10157	Crab Creek Entrance Buoy 2CC	MISSING	12254	NONED5	52/08	
10157.01	Crab Creek Entrance Buoy 3CC	MISSING	12254		52/08	
10762	Lafayette River Junction Daybeacon A	MISSING	12245	358HR	32/08	

11350	Leeward Marina Channel Daybeacon 1	DBN DMGD	12248	388HR	35/08
11355	Leeward Marina Channel Daybeacon 2	DBN DMGD	12248	390HR	35/08
12616	Weanack Channel Entrance Lighted Buoy 2WC	LT EXT	12252	118HR	11/09
14940	Windmill Point Marina Light 3	HAZ NAV	12235	156HR	19/08
18110	Cockpit Point Barge Dock Mooring Light A	BUOY DMGD/LT EXT	12288	417BA	46/08
18535	Piscataway Creek Daybeacon 8	DBN DMGD	12289	517BA	41/07
18601.03	National Harbor Channel Light 5	DBN DMGD	12289	086BA	07/09
18601.03	National Harbor Channel Light 5	DBN DMGD	12289	130BA	11/09
18601.06	National Harbor Channel Light 8	DBN DMGD	12289	129BA	11/09
18900	Solomons Island Wharf Light	LT IMCH/REDUCED INT	12284	260BA	29/08
18975	Mill Creek Daybeacon 9	DBN DMGD	12284	363BA	38/08
18985	Mill Creek Daybeacon 12	TRUB/DBN DEST	12284	433BA	47/08
18995	St. John Creek Daybeacon 2	LT IMCH	12284	362BA	38/08
19062	Solomons Island Fishing Pier Light	LT EXT/DBN DMGD	12284	261BA	29/08
19125	Helen Creek Buoy 1A	OFF STA	12264	282BA	30/08
19152	Academy Of Natural Science Intake Light B	LT EXT/DBN DMGD	12264	262BA	29/08
19215	Cape St. Mary's Marina Breakwater Light	LT EXT	12264	0180BA	08/05
19260	Chalk Point Cable Crossing Tower Light 27	LT IMCH	12264	283BA	30/08
19265	Chalk Point Cable Crossing Tower Light 28	LT IMCH	12264	284BA	30/08
19275	Chalk Point Cable Crossing Tower Light B	LT IMCH	12264	287BA	30/08
19277	Chalk Point Cable Crossing Tower Light 29	LT EXT	12264	285BA	30/08
19278	Chalk Point Power Light 30	LT IMCH	12264	286BA	30/08
19279	Chalk Point Tower Light C	LT IMCH	12264	288BA	30/08
19280	Chalk Point Tower Light D	LT IMCH	12264	289BA	30/08
20092	Little Magothy River Buoy 1LM	OFF STA	12282	105BA	09/09
20430	Pennwood Channel Range Front Light	LT EXT	12278	0200BA	24/06
20435	Pennwood Channel Range Rear Light	LT EXT	12278	315BA	23/07
21185	Fairfield Channel Buoy 6	MISSING	12281	233BA	17/07
21531	Kings Creek Channel Light 2	MISSING	12224	486HR	45/07
22095	Onanock Creek -South Branch Buoy 1	OFF STA	12228	292BA	30/08
22985	Ward Creek Warning Daybeacon A	MISSING	12231	0503BA	31/05
23315	Jones Creek Daybeacon 4	DBN DEST	12231	402BA	44/08
23715	Dames Quarter Creek Channel Daybeacon 4	DBD DEST	12261	337BA	24/07
25020	Cambridge Channel Range Front Light	LT EXT	12268	420BA	46/08
25025	Cambridge Channel Range Rear Light	LT EXT/DBN DMGD	12268	418BA	46/08
25745	Upper Edge Creek Daybeacon 1	DBN IMCH	12266	0007BA	02/05
25755	Upper Edge Creek Daybeacon 3	DBN IMCH	12266	0008BA	02/05
27275	Upper Gunpowder River Daybeacon 11	DBN IMCH	12274	0704BA	34/04
31270	Southern Shores Daybeacon 1	DBN DMGD	12204	586NC	45/08
31275	Southern Shores Daybeacon 2	DBN DMGD	12204	587NC	45/08
31545	Albemarle Plantation Marina Light 1	MISSING	12205	NONED5	02/09
31560	Albemarle Plantation Marina Light 5	MISSING	12205	NONED5	02/09
31570	Albemarle Plantation Marina Daybeacon 8	MISSING	12205	NONED5	02/09
33493	NC-EONS Environmental Data Light A	TRLB/DBN DEST	11550	522NC	41/08
	Beach Cove South Channel Daybeacon 8	MISSING	12216	NONEAC	10/06
	Cherrystone Artificial Reef Buoys	MISSING	12221	NONED5	24/05
	Grassy Sound North Pier Light	LT EXT	12316	0068AC	07/06
	Grassy Sound South Pier Light	LT EXT	12316	0069AC	07/06
	Great Egg Harbor River Lighted Buoy 1	LT EXT	12318	0067AC	07/06
	Indian River Bay Shellfish Excl. Buoy	MISSING		NONEAC	10/06

Manklin Creek Buoy 1M	DBN IMCH	12211	NONED5	24/05
Old House Cove Warning Daybeacon A	MISSING	12231	0498BA	31/05
Old House Cove Warning Daybeacon B	MISSING	12231	0499BA	31/05
Old House Cove Warning Daybeacon C	MISSING	12231	0500BA	31/05
Parramore Artifical Reef Buoy	MISSING	12210	0071ES	21/05
South Creek Buoy 2	OFF STA	12270	245BA	27/08
South Creek Buoy 4	OFF STA	12270	245BA	27/08
Wachapreague Artifical Reef Buoys	MISSING	12210	0072ES	21/05

DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
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None

PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

This section contains temporary changes and corrections to Aids to Navigation for this edition. When charted aids are temporarily relocated for dredging, testing, evaluation, or marking an obstruction, a temporary correction shall be listed in Section IV giving the new position.

TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
35	Little Egg Inlet Outer Lighted Whistle Buoy LE	RELOCATED DUE TO SHOALING	12316	324D5	33/08	
1100	Little Egg Inlet Outer Lighted Whistle Buoy LE	RELOCATED DUE TO SHOALING	12316	324D5	33/08	
1105	Little Egg Inlet Buoy 2	RELOCATED DUE TO SHOALING	12316	318D5	32/08	
1110	Little Egg Inlet Lighted Buoy 3	RELOCATED DUE TO SHOALING	12316	318D5	32/08	
1115	Little Egg Inlet Buoy 4	RELOCATED DUE TO SHOALING	12316	318D5	32/08	
1117	Little Egg Inlet Buoy 4A	RELOCATED DUE TO SHOALING	12316	318D5	32/08	
1120	Little Egg Inlet Lighted Buoy 5	RELOCATED DUE TO SHOALING	12316	318D5	32/08	
1125	Little Egg Inlet Buoy 6	RELOCATED DUE TO SHOALING	12316	318D5	32/08	
1131	Little Egg Inlet Lighted Buoy 10	RELOCATED DUE TO SHOALING	12316	318D5	32/08	
1132	Little Egg Inlet Buoy 11	RELOCATED DUE TO SHOALING	12316	318D5	32/08	
3765	Mud Island Lower Range Front Light	DISCONTINUED	12314	NONED5	36/08	
3770	Mud Island Lower Range Rear Light	DISCONTINUED	12314	NONED5	36/08	
3800	Mud Island Upper Range Rear Light	DISCONTINUED	12314	492-D5	43/07	
3880	Beverly Upper Range Front Light	DISCONTINUED	12314	NONED5	36/08	
3885	Beverly Upper Range Rear Light	DISCONTINUED	12314	NONED5	36/08	
3910	Edgewater Lower Range Rear Light	DISCONTINUED	12314	362D5	36/08	

4045	Landreth Range Front Light	DISCONTINUED	12314		36/08
4050	Landreth Range Rear Light	DISCONTINUED	12314		36/08
7105	Chesapeake Channel Lighted Buoy 13	RELOCATED FOR DREDGING	12222	373D5	37/08
7110	Chesapeake Channel Lighted Buoy 14	RELOCATED FOR DREDGING	12222	373D5	37/08
7425	Chesapeake Channel Lighted Bell Buoy 60	Other	12226	031D5	06/09
8117	NOAA Lighted Data Buoy SN	DISCONTINUED	12278	323BA	34/08
8415	Brewerton Channel Eastern Extension Lighted Bell Buoy 5	TRLB	12278	NONED5	12/09
9310	Thimble Shoal Light	Other	12245	471D5	47/08
9552.1	Norfolk International Terminal North Channel Buoy 5N	DISCONTINUED FOR DREDGING	12245	491-06D5	46/06
9707	Lambert Bend Turning Basin Daybeacon A	TRUB	12254	NONED5	25/08
27800	NOAA Lighted Data Buoy S	DISCONTINUED	12274	015D5	04/09
28305.1	Walter Slough Buoy 2A	ESTABLISHED	12204	425D5	42/08
28445	Wanchese Channel Buoy 2	RELOCATED FOR DREDGING	12205	NONED5	50/08
29385	Beaufort Inlet Channel Lighted Buoy 16	TRLB	11547		51/08
29603	Swansboro Coast Guard Channel Buoy 1A	ESTABLISHED	11541		34/08
36690.1	New Jersey Intracoastal Waterway Buoy 469A	ESTABLISHED	12316	340D5	34/08
40345	Cape Fear River - Little River Buoy 82	DISCONTINUED FOR DREDGING	11534	D5065	09/09

TEMPORARY CHANGES CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
34805	Beaufort Harbor Channel Lighted Buoy 2	Returned to Assigned Position	11547	069D5	10/09	12/09

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

SECTION IV - CHART CORRECTIONS

This section contains corrections to federally and privately maintained Aids to Navigation, as well as NOS corrections.

This section contains corrective actions affecting chart(s). Corrections appear numerically by chart number, and pertain to that chart only. It is up to the mariner to decide which chart(s) are to be corrected. The following example explains individual elements of a typical chart correction.

Chart Number	Chart Edition	Edition Date	Last Local Notice to Mariners	Horizontal Datum Reference	Source of Correction	Current Local Notice to Mariners
12327	91st Ed.	19-APR-97	Last LNM: 26/97	NAD 83		27/97
Chart Title: NY-NJ-NEW YORK HARBOR - RARITAN RIVER						
Main Panel 2245 NEW YORK HARBOR					CGD01	
(Temp) ADD	NATIONAL DOCK CHANNEL BUOY 3				at 40-41-09.001N 074-02-48.001W	
	Green can					
Corrective Action	Object of Corrective Action				Position	

(Temp) indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees clockwise from 000 true. Bearings of light sectors are toward the light from seaward. The nominal range of lights is expressed in nautical miles (NM) unless otherwise noted.

11534	35th Ed.	01-JAN-08	Last LNM: 11/09	NAD 83	12/09
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ChartTitle: Intracoastal Waterway Myrtle Grove Sound and Cape Fear River to Casino Creek

CHART NC-SC-ICW-MYRTLE GROVE SOUND AND CAPE FEAR RIVER TO CASINO CREEK. Page/Side: N/A

RELOCATE	Cape Fear River - Little River Buoy 48	CGD05 from 33-55-15.270N to 33-55-15.039N	078-14-17.329W 078-14-15.055W
RELOCATE	Cape Fear River Entrance Range Front Light	CGD05 from 33-52-23.300N to 33-52-23.500N	078-01-09.400W 078-01-09.490W
RELOCATE	Cape Fear River Entrance Range Rear Light	CGD05 from 33-53-32.800N to 33-53-33.073N	078-00-48.100W 078-00-48.161W

Extension 203 SOUTHPORT - LOCKWOODS FOLLY RIVER. Page/Side: A

RELOCATE	Cape Fear River - Little River Buoy 48	CGD05 from 33-55-15.270N to 33-55-15.039N	078-14-17.329W 078-14-15.055W
RELOCATE	Cape Fear River Entrance Range Front Light	CGD05 from 33-52-23.300N to 33-52-23.500N	078-01-09.400W 078-01-09.490W
RELOCATE	Cape Fear River Entrance Range Rear Light	CGD05 from 33-53-32.800N to 33-53-33.073N	078-00-48.100W 078-00-48.161W

Extension 205 LOCKWOODS FOLLY INLET - SOCASTEE BRIDGE. Page/Side: A

RELOCATE	Cape Fear River - Little River Buoy 48	CGD05 from 33-55-15.270N to 33-55-15.039N	078-14-17.329W 078-14-15.055W
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Main Panel 202 MYRTLE GROVE SOUND AND CAPE FEAR RIVER TO CASINO CR . Page/Side: A

RELOCATE	Cape Fear River Entrance Range Front Light	CGD05 from 33-52-23.300N to 33-52-23.500N	078-01-09.400W 078-01-09.490W
RELOCATE	Cape Fear River Entrance Range Rear Light	CGD05 from 33-53-32.800N to 33-53-33.073N	078-00-48.100W 078-00-48.161W

11536 18th Ed. 01-MAY-05 Last LNM: 03/09 NAD 83

12/09

ChartTitle: Approaches to Cape Fear River

Main Panel 211 APPROACHES TO CAPE FEAR RIVER. Page/Side: N/A

RELOCATE	Cape Fear River Entrance Range Front Light	CGD05 from 33-52-23.300N to 33-52-23.500N	078-01-09.400W 078-01-09.490W
RELOCATE	Cape Fear River Entrance Range Rear Light	CGD05 from 33-53-32.800N to 33-53-33.073N	078-00-48.100W 078-00-48.161W

11537 38th Ed. 01-JAN-09 Last LNM: 05/09 NAD 83

12/09

ChartTitle: Cape Fear River Cape Fear to Wilmington

CHART NC- CAPE FEAR RIVER:- CAPE FEAR RIVER TO WILMINGTON. Page/Side: N/A

RELOCATE	Cape Fear River Entrance Range Front Light	CGD05 from 33-52-23.300N to 33-52-23.500N	078-01-09.400W 078-01-09.490W
RELOCATE	Cape Fear River Entrance Range Rear Light	CGD05 from 33-53-32.800N to 33-53-33.073N	078-00-48.100W 078-00-48.161W

11548 40th Ed. 01-DEC-05 Last LNM: 07/09 NAD 83

12/09

ChartTitle: Pamlico Sound Western Part

CHART NC- PAMLICO SOUND- WESTERN PART. Page/Side: N/A

RELOCATE	Big Foot Slough Channel Light 9A	CGD05 from 35-08-33.854N to 35-08-33.760N	076-00-22.937W 076-00-22.994W
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11550 29th Ed. 01-MAY-04 Last LNM: 07/09 NAD 83

12/09

ChartTitle: Ocracoke Inlet and Part of Core Sound

Main Panel 514 OCRACOKE INLET & PART OF CORE SOUND. Page/Side: N/A

CGD05

RELOCATE Big Foot Slough Channel Light 9A

from 35-08-33.854N
to 35-08-33.760N076-00-22.937W
076-00-22.994W**11555 40th Ed. 01-APR-06 Last LNM: 11/09 NAD 83****12/09***ChartTitle: Cape Hatteras-Wimble Shoals to Ocracoke Inlet***Main Panel 525 CAPE HATTERAS WIMBLE SHOALS TO OCRACOCKE INLET. Page/Side: N/A**

RELOCATE Big Foot Slough Channel Light 9A

CGD05
from 35-08-33.854N
to 35-08-33.760N076-00-22.937W
076-00-22.994W**12200 49th Ed. 01-JUN-07 Last LNM: 08/09 NAD 83****12/09***ChartTitle: Cape May to Cape Hatteras***Main Panel 526 CAPE MAY TO CAPE HATTERAS. Page/Side: N/A**

DELETE Obstruction in Fathoms; 9 1/2 Obstn Chart No. 1: K41 (NOS NW-16811)

NOS
38-30-03.100N

074-39-00.200W

DELETE Wreck in Fathoms; 10 1/4 Wk Chart No. 1: K27 (NOS NW-16811)

NOS
38-27-25.330N

074-47-06.890W

DELETE Wreck in Fathoms; 9 1/2 Wk Chart No. 1: K26 (NOS NW-16811)

NOS
38-26-08.700N

074-46-16.200W

DELETE Wreck in Fathoms; 9 Obstn Chart No. 1: K27 (NOS NW-16811)

NOS
38-24-43.720N

074-50-11.680W

ADD Obstruction in Fathoms; 9_5 Obstn Chart No. 1: K41 (NOS NW-16811)

NOS
38-24-43.720N

074-50-11.680W

ADD Sounding in Fathoms; 12 Wk (NOS NW-16811)

NOS
38-27-25.330N

074-47-06.890W

ADD Wreck in Fathoms; 10 Wk Chart No. 1: K26 (NOS NW-16811)

NOS
38-25-51.160N

074-46-04.610W

12204 37th Ed. 01-SEP-07 Last LNM: 11/09 NAD 83**12/09***ChartTitle: Currituck Beach Light to Wimble Shoals***Main Panel 527 CURRITUCK BEACH LT TO WIMBLE SHOALS. Page/Side: N/A**

RELOCATE Oregon Inlet Channel Lighted Buoy 55

CGD05
from 35-47-21.540N
to 35-47-20.848N075-34-19.788W
075-34-21.109W

RELOCATE Wanchese Channel Daybeacon 3

CGD05
from 35-50-29.274N
to 35-50-29.997N075-36-39.127W
075-36-40.020W

CHANGE Oregon Inlet Channel Light 55 to Lighted Buoy 55, Q G at

CGD05
35-47-21.540N

075-34-19.788W

ADD Oregon Inlet Channel Light 54
Red
Q R
15 Ft, 3 Naut MiCGD05
at 35-47-20.778N

075-34-16.904W

12205 31st Ed. 01-DEC-07 Last LNM: 11/09 NAD 83**12/09***ChartTitle: Cape Henry to Pamlico Sound, Including Albemarle Sd.; Rudee Heights***CHART VA-NC- CAPE HENRY TO PAMLICO SOUND (including ALBEMARLE SOUND). Page/Side: N/A**

RELOCATE Oregon Inlet Channel Lighted Buoy 55

CGD05
from 35-47-21.540N
to 35-47-20.848N075-34-19.788W
075-34-21.109W

RELOCATE Wanchese Channel Daybeacon 3

CGD05
from 35-50-29.274N
to 35-50-29.997N075-36-39.127W
075-36-40.020WADD Oregon Inlet Channel Light 54
Red
Q R
15 Ft, 3 Naut MiCGD05
at 35-47-20.778N

075-34-16.904W

Inset 529 INSET 2. Page/Side: A

CHANGE Oregon Inlet Channel Light 55 to Lighted Buoy 55, Q G at

CGD05
35-47-21.540N

075-34-19.788W

12211 43rd Ed. 01-OCT-07 Last LNM: 11/09 NAD 83**12/09**

ChartTitle: **Fenwick In to Chincoteague Inlet;Ocean City Inlet**

Main Panel 552 FENWICK ISLAND TO CHINCOTEAGUE INLET. Page/Side: N/A

DELETE	Wreck in Feet; 54 Obstn	Chart No. 1: K27 (NOS NW-16811)	NOS 38-24-43.720N	074-50-11.680W
DELETE	Wreck in Feet; 57 Wk	Chart No. 1: K26 (NOS NW-16811)	NOS 38-25-51.160N	074-46-04.610W
DELETE	Wreck in Feet; 61 Wk	Chart No. 1: K27 (NOS NW-16811)	NOS 38-27-25.330N	074-47-06.890W
ADD	Non Dangerous Wreck; 74 Wk	Chart No. 1: K29 (NOS NW-16811)	NOS 38-27-25.330N	074-47-06.890W
ADD	Obstruction in Feet; 54 Obstn	Chart No. 1: K41 (NOS NW-16811)	NOS 38-23-12.960N	074-50-29.320W
ADD	Obstruction in Feet; 59 Obstn	Chart No. 1: K41 (NOS NW-16811)	NOS 38-24-43.720N	074-50-11.680W
ADD	Wreck in Feet; 60 Wk	Chart No. 1: K26 (NOS NW-16811)	NOS 38-25-51.160N	074-46-04.610W

12214 48th Ed. 01-OCT-07 Last LNM: 08/09 NAD 83 12/09

ChartTitle: **Cape May to Fenwick Island**

Main Panel 554 CAPE MAY TO FENWICK ISLAND. Page/Side: N/A

DELETE	Obstruction in Feet; 57 Obstn	(NOS NW-16811)	NOS 38-30-03.100N	074-39-00.200W
DELETE	Wreck in Feet; 61 Wk	Chart No. 1: K27 (NOS NW-16811)	NOS 38-27-25.330N	074-47-06.890W
ADD	Non Dangerous Wreck; 74 Wk	Chart No. 1: K29 (NOS NW-16811)	NOS 38-27-25.330N	074-47-06.890W

12216 28th Ed. 01-APR-08 Last LNM: 08/09 NAD 83 12/09

ChartTitle: **Cape Henlopen to Indian River Inlet;Breakwater Harbor**

CHART DE-CAPE HENLOPEN TO INDIAN RIVER INLET. Page/Side: N/A

RELOCATE	Rehoboth Bay Channel Buoy 21		CGD05 from 38-37-08.488N to 38-37-04.392N	075-05-45.629W 075-05-48.486W
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12251 23rd Ed. 12-MAY-01 Last LNM: 47/08 NAD 83 12/09

ChartTitle: **James River Jamestown Island to Jordan Point**

Main Panel 589 JAMES RIVER JAMESTOWN ISLAND TO JORDAN POINT. Page/Side: N/A

RELOCATE	James River Channel Lighted Buoy 90		CGD05 from 37-18-12.565N to 37-18-13.482N	077-07-04.763W 077-07-06.241W
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12254 48th Ed. 01-MAR-09 Last LNM: 09/09 NAD 83 12/09

ChartTitle: **Chesapeake Bay Cape Henry to Thimble Shoal Light**

Main Panel 594 CHESAPEAKE BAY CAPE HENRY TO THIMBLE SHOAL LIGHT. Page/Side: N/A

NEW EDITION	Scale 1: 20,000; New edition (48 ed, 3/1/2009) due to numerous Notice to Mariner changes and hydrographic changes. This NOAA chart is now available in both the Print-on Demand and digital raster formats. See http://nauticalcharts.noaa.gov/mcd/dole.htm for details. The corresponding traditional paper chart will be available in two to eight weeks.		NOS --	--
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12263 55th Ed. 01-APR-07 Last LNM: 11/09 NAD 83 12/09

ChartTitle: **Chesapeake Bay Cove Point to Sandy Point**

Main Panel 603 CHEASAPEAKE BAY COVE POINT TO SANDY POINT. Page/Side: N/A

RELOCATE	Choptank River Light		CGD05 from 38-39-22.100N to 38-39-22.106N	076-11-03.900W 076-11-03.870W
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12266 29th Ed. 01-NOV-06 Last LNM: 11/09 NAD 83 12/09

ChartTitle: **Chesapeake Bay Choptank River and Herring Bay; Cambridge**

CHART MD- CHESAPEAKE BAY: CHOPTANK RIVER AND HERRING BAY. Page/Side: N/A

DELETE	Tilghman Island Harbor Lighted Wreck Buoy WR6A at		CGD05 38-42-39.390N CGD05	076-20-02.916W
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RELOCATE	Choptank River Light	from 38-39-22.100N to 38-39-22.106N CGD05	076-11-03.900W 076-11-03.870W
RELOCATE	Tilghman Island Harbor Lighted Buoy 5	from 38-42-38.886N to 38-42-38.668N CGD05	076-20-01.882W 076-20-02.088W
CHANGE	Tilghman Island Harbor Light 5 to Lighted Buoy 5 FI G 4s at	38-42-38.886N	076-20-01.882W

12273 57th Ed. 01-JAN-08 Last LNM: 09/09 NAD 83 12/09

ChartTitle: Chesapeake Bay Sandy Point to Susquehanna River

Main Panel 625 CHESAPEAKE BAY SANDY PT TO SUSQUEHANNA RIVER. Page/Side: N/A

(Temp)	CHANGE	Brewerton Channel Eastern Extension Lighted Bell Buoy 5 to Lighted Buoy 5 at	CGD05 at 39-09-30.276N	076-22-21.185W
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12278 76th Ed. 01-DEC-07 Last LNM: 05/09 NAD 83 12/09

ChartTitle: Chesapeake Bay Approaches to Baltimore Harbor

CHART MD- CHESAPEAKE BAY APPROACHES TO BALTIMORE. Page/Side: N/A

(Temp)	CHANGE	Brewerton Channel Eastern Extension Lighted Bell Buoy 5 to Lighted Buoy 5 at	CGD05 at 39-09-30.276N	076-22-21.185W
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12280 8th Ed. 01-MAR-08 Last LNM: 11/09 NAD 83 12/09

ChartTitle: Chesapeake Bay

CHART MD - VA - CHESAPEAKE BAY. Page/Side: N/A

(Temp)	CHANGE	Brewerton Channel Eastern Extension Lighted Bell Buoy 5 to Lighted Buoy 5 at	CGD05 at 39-09-30.276N	076-22-21.185W
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13003 49th Ed. 01-APR-07 Last LNM: 07/09 NAD 83 12/09

ChartTitle: Cape Sable to Cape Hatteras

Main Panel 2156 CAPE SABLE TO CAPE HATTERAS. Page/Side: N/A

DELETE	Obstruction in Fathoms; 9 1/2 Obstr	Chart No. 1: K41 (NOS NW-16811)	NOS 38-30-03.100N	074-39-00.200W
DELETE	Wreck in Fathoms; 9 1/2 Wk	Chart No. 1: K26 (NOS NW-16811)	NOS 38-26-08.700N	074-46-16.200W
ADD	Wreck in Fathoms; 10 Wk	Chart No. 1: K26 (NOS NW-16811)	NOS 38-25-51.160N	074-46-04.610W

SECTION V - ADVANCE NOTICES

This section contains advance notice of approved projects, changes to aids to navigation, or upcoming temporary changes such as dredging, etc. Mariners are advised to use caution while transiting these areas.

SUMMARY OF ADVANCED APPROVED PROJECTS

<u>Approved Project(s)</u>	<u>Project Date</u>	<u>Ref. LNM</u>
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155M LANTERN CONVERSION TO LED

Advance Notice(s)

VA – HAMPTON ROADS - LYNNHAVEN RIVER – LONG CREEK – AIDS TO NAVIGATION CHANGE

On or about 28 April, 2009, Long Creek Channel Daybeacon 12 (LLNR 10180) will be changed to Long Creek Channel Buoy 12 (LLNR 10180). Position will remain 36 54 15.318N, 076 04 45.408W. Any comments on this change should be addressed to:

Commander (dpw)

Fifth Coast Guard District

431 Crawford Street, Rm. 100

Portsmouth, VA. 23704

Attn.: Albert GrimesOr email to: Albert.L.Grimes@uscg.mil

Charts: 12222, 12254

LNM: 12/09

VA – HAMPTON ROADS – THIMBLE SHOAL CHANNEL – THIMBLE SHOAL LIGHT - AIDS TO NAVIGATION CHANGE

On or about April 21, 2009 the Coast Guard will reduce the nominal range from 20NM to 18NM and discontinue the sound signal on Thimble Shoal

Light. These changes will substantial reduce the electrical load required for this aid to navigation and not adversely affect navigation safety. Send comments on to:
Commander (dpw)
Fifth Coast Guard District
431 Crawford Street, Rm.100
Portsmouth, VA.23704
Attn.: Albert Grimes Or email to: Albert.L.Grimes@uscg.mil
Charts: 12221, 12245.

LNM: 12/09

SECTION VI - PROPOSED CHANGES

Periodically, the Coast Guard evaluates its system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing aids are considered. This section contains notice(s) of non-approved, proposed projects open for comment. SPECIAL NOTE: Mariners are requested to respond in writing to the District office unless otherwise noted (see banner page for address).

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

<u>Proposed Project(s)</u>	<u>Closing</u>	<u>Docket No.</u>	<u>Ref. LNM</u>
None			

Proposed Change Notice(s)

MD- VA - DC- POTOMAC RIVER - WOODROW WILSON BRIDGE- PROPOSED CHANGE TO OPENING REQUIREMENTS

Mariners are advised that the Coast Guard proposes to change the regulations governing the operation of the new Woodrow Wilson (I-95) Bridge, at mile 103.8, across the Potomac River between Alexandria, VA, and Oxon Hill, MD. This proposal aims to balance the number of required bridge openings based on the projected use by vehicular and marine traffic needs. The proposal would permanently maintain the drawbridge in the closed-to-position each day from 10 a.m. to 2 p.m. Comments on this proposal should be forwarded to the above address attention (dpb) no later than March 26, 2009. A copy of Public Notice 5-1136, which describes the proposal in detail, can be obtained by writing to the address above or by calling (757) 398-6222. Chart: 12285 & 12289.

LNM: 06/09

VIRGINIA – CHESAPEAKE BAY (YORKTOWN TO WEST POINT) – UPPER YORK RIVER – PAMUNKEY RIVER - PUBLIC NOTICE

Mariners are advised that the Coast Guard proposes to change the drawbridge operation regulations of the Eltham Bridge (SR 33/30), at mile 1.0, across Pamunkey River at West Point, VA. This proposal would allow the bridge to open on signal if at least four hours notice is given. This proposal would provide for the reasonable needs of navigation, due to the anticipated infrequency of requests for vessel openings of the drawbridge. Comments on this proposal should be forwarded to the above address attention (dpb) no later than April 27, 2009. A copy of Public Notice 5-1139, which describes the proposal in detail, can be obtained by writing to the address above or by calling (757) 398-6557. Chart: 12243.

LNM: 11/09

NC – AIWW – FIGURE EIGHT SWING BRIDGE - PUBLIC NOTICE

Mariners are advised that the Coast Guard proposes to change the drawbridge operation regulations of the Figure Eight Swing Bridge, at AIWW mile 278.1, at Scotts Hill, NC. This proposal would allow for the drawbridge to open on signal every hour on the half hour for the passage of pleasure vessels. At all times, the draw will continue to open on signal for commercial vessels. The proposed change would result in more efficient use of the bridge.

Commander (dpb)
Fifth Coast Guard District
431 Crawford Street, Rm.100
Portsmouth, VA.23704

Comments on this proposal should be forwarded to the above address attention (dpb) no later than April 6, 2009. A copy of Public Notice 5-1137, which describes the proposal in detail, can be obtained by writing to the address above or by calling (757) 398-6629. Chart: 11541.

LNM: 08/09

NC – CAPE HENRY TO PAMLICO SOUND - PERQUIMANS RIVER - PUBLIC NOTICE

Mariners are advised that the Coast Guard proposes to change the drawbridge operation regulations of the US17 Bridge, at mile 12.0, across Perquimans River at Hertford, NC. This proposal would allow the drawbridge to operate on an advance notice basis during specific times of the year. The proposed change would result in more efficient use of the bridge during months of infrequent transit. Comments on this proposal should be forwarded to the above address attention (dpb) no later than April 27, 2009. A copy of Public Notice 5-1140, which describes the proposal in detail, can be obtained by writing to the address above or by calling (757) 398-6557. Chart: 12205.

LNM: 11/09

SECTION VII - GENERAL

This section contains information of general concern to the Mariners. Mariners are advised to use caution while transiting these areas.

VA - WILLOUGHBY BAY - THIMBLE SHOAL CHANNEL - HELICOPTER AIRBORNE MINE COUNTERMEASURES OPERATIONS

Helicopter Mine Countermeasures Squadron Fourteen (HM-14) routinely conducts airborne mine countermeasures (AMCM) operations utilizing the MH-53E helicopter at low altitudes over the following inland and coastal waterways:

- Willoughby Bay

- Thimble Shoal Channel from the Naval Station Norfolk piers to the Chesapeake Bay Bridge Tunnel.

- An area of the Chesapeake Bay, adjacent to the Thimble Shoal Channel from Thimble Shoal to the Chesapeake Bay bridge tunnel extending to the north four miles to form a four by seven mile rectangle.

During these operations, the aircraft will be operating at altitudes as low as seventy-five feet and will produce localized winds in excess of 125 miles per hour. Rotor wash produced winds pose a considerable hazard to vessels, especially sailing vessels. The devices the helicopters tow range in size and appearance from a large orange and white sled approximately the size of a pickup truck to slightly submerged steel pipes thirty feet in length, both of which have submerged cable extending well beyond the visible portion of the towed device. The Aircraft Commanders have been directed to exercise every effort to conflict and avoid surface vessels.

All mariners are requested to remain well clear of the helicopters, the towed devices, and the area extending directly behind the aircraft for four hundred yards. Do not approach or cross the area directly behind the towed device as a submerged hazard exists regardless of whether the device is in motion or stationary.

These operations involve large naval helicopters at flight altitudes of 100 feet or less, towing surface and sub-surface devices at speeds up to 25 knots. Helicopters may be identified by a rotating amber position light on centerline of main hull flashing 90 times per minute. An area of hurricane-force winds exists within a 250-foot radius around these helicopters, sufficient to blow people and objects from exposed decks and capsize small craft. The towed devices may be completely invisible and include large cables on or just below the surface streaming up to 1200 feet behind the aircraft. AMCM helicopters will transit to and from the area described above in the following manner: Outboard from the seaplane ramp at the Norfolk Naval Air Station across Willoughby Bay to the main shipping channel, then easterly along the main channel to Buoy 21. From Buoy 21 either East, SE or SSE to the operating area. The return flight will follow the same path as the outbound flight. To minimize the potential for mishap, vessels are requested to remain well clear of these danger zones when AMCM operations are encountered. Charts: 12200, 12205, 12221, 12222 & 12254.

VA -YORK RIVER - U.S. NAVAL WEAPONS STATION - CHEATHAM ANNEX - SMALL ARMS LIVE FIRE DANGER ZONE

A Danger zone has been established within an area beginning at Mean High Water on the shore at the U.S. Naval Weapons Station, Cheatham Annex facility on the York River, located at 37-17-33.10N, 076-36-19.06W; then northeast to a point on the York River at 37-18-36.650N, 076-34-39.010"W, thence south, southeast to 37-18- 59.37N, 076-34-13.65W; then southwest to a point on the shore located at 37-17-26.750N, 076-36-14.890W. Vessels may transit this area at any time, however, no vessel shall anchor, fish or conduct any waterborne activities within the Danger Zone established in accordance with this regulation any time live firing exercises are being conducted. Any time live firing is being conducted a red flag will be displayed in a conspicuous location along the shore to signify the range is active. At night, red lights will be displayed. Chart: 12241.

VA - COASTAL - U.S. NAVAL BASE DAM NECK, VIRGINIA BEACH - SMALL ARMS RANGE LIVE FIRE SCHEDULE

All vessel operators are reminded to review Navigation Regulations as described in paragraph 334.380 of Chapter 2, of U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West (37TH) Edition when operating south of the entrance to the Chesapeake Bay, off the Dam Neck Naval Firing Range. When firing is in progress during daylight hours, red flags will be displayed at conspicuous locations on the beach at the facility. Vessels shall proceed through the area with caution and shall remain in the area no longer than necessary for transit.

The U.S. Naval Base Dam Neck Live Fire Range will be active during periods advertised by Broadcast Notice to Mariners. Charts: 12203, 12205, 12207 & 12221.

VA - COASTAL - STATE MILITARY RESERVATION, CAMP PENDLETON, VIRGINIA BEACH - SMALL ARMS LIVE FIRE SCHEDULE

The Camp Pendleton State Military Reservation Live Fire Small Arms Range described as all of the waters seaward of the mean high water shore line within a sector between radial lines extending 13,500 yards seaward and bearing 090 degrees true and 150 degrees true, respectively, from a point on shore at 36- 49- 09N, 075- 58- 45W. All vessel operators are reminded to review Navigation Regulations as described in paragraph 334.380 of Chapter 2, of U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West (37th) Edition when operating south of the entrance to the Chesapeake Bay. Firing will take place only during daylight hours and red flags will be displayed at conspicuous locations on the beach at the facility. Vessels shall proceed through the area with caution and shall remain in the area no longer than necessary for transit.

The Camp Pendleton Live Fire Range will be active during the following periods:

VA - COASTAL - STATE MILITARY RESERVATION, CAMP PENDLETON, VIRGINIA BEACH - SMALL ARMS LIVE FIRE SCHEDULE

NO SCHEDULED SHOOTS AT THIS TIME.

Charts: 12203, 12205, 12207 & 12221.

LNM: 18/08

NC - NEW RIVER - FIRING EXERCISES

The Commanding General, Marine Corps Base, Camp Lejeune, North Carolina, has advised that the area in the Atlantic Ocean between a point approximately 4.5 miles east of Bogue Inlet to a point approximately 10.0 miles southwest of New River Inlet, North Carolina, within the existing danger zone (depicted as 334.440) as shown on National Ocean Service Chart 11543, will be hazardous to navigation because of field firing exercises during the periods and times listed below. Firing will be to 3 miles seaward. Vessels are urged to avoid the above area during the periods stated except for the Atlantic Intracoastal Waterway, where mariners traveling through this area can expect a delay of about one hour during the above times. Range Control Boats, Marine Corps Base Camp Lejeune, North Carolina monitor Channel 16 VHF-FM (156.8 MHz) and the working Channel 82 VHF-FM (161.725 MHz).

The restricted areas in New River, as shown on National Ocean Service Chart 11542, will be closed to navigation because of firing exercises during the following periods:

Jacksonville Sector Sunrise to Sunset - daily.

Farnell Bay Sector Sunrise to Sunset - daily.

Traps Bay Sector Sunrise to Sunset - daily.

Stone Bay Sector 12:01 a.m. to Midnight - daily.

Stone Creek Sector 12:01 a.m. to Midnight - daily.

Grey Point Sector 12:01 a.m. to Midnight - daily.

Ship operations consisting of landing craft, amphibious vehicles, and helicopters will be conducted in the Onslow Beach operating area and all sectors of New River from 12:01 a.m. to Midnight - daily. Range Control Boats, Marine Corps Base Camp Lejeune, North Carolina monitor Channel 16 VHF-FM (156.8 MHz) and the working Channel 82 VHF-FM (161.725 MHz).

Charts: 11542 & 11543.

VA - ATLANTIC OCEAN - WALLOPS ISLAND ROCKET LAUNCHES

Rocket launches are regularly scheduled in the vicinity of Wallops Island, VA. Prior to these launches, visual signals will be displayed consisting of either a large orange-colored, "blimp-shaped" balloon by day or a signal rotating alternately red and white beacon by night. The balloon will be flown from a position at 37°50-38N / 075°28-47W and the beacon will be displayed approximately 200 feet above mean high water in position 37°50-16N / 075°29-07W. While the warning signal is displayed, all persons and vessels in the danger zone, except vessels entering or departing Chincoteague Inlet, shall leave the zone promptly by the shortest possible route and remain outside the zone until allowed by a patrol boat to enter or the danger signal has been discontinued. Vessels entering or departing Chincoteague Inlet must take the shortest route possible upon display of the danger signal. The danger zone is depicted on navigational charts 12210 and 12211 with corner points starting in the vicinity of Assawoman Inlet and proceeding southerly to position 37-43-20N / 075-29-41W; thence northeasterly to a point in the vicinity of Chincoteague Shoals; thence westerly back to Wallops Island shoreline.

NJ - NEW JERSEY INTRACOASTAL WATERWAY (ICW) - LITTLE EGG HARBOR TO CAPE MAY – LUDLAM THOROFARE – BRIDGE REPAIRS

Mariners are advised that fender system and overhead steel span repairs are in progress through April 2009 at the Sea Isle Blvd Bridge, at ICW mile 93.4 over Ludlam Thorofare at Sea Isle City, NJ. To facilitate the steel span operation, scaffolding will be used reducing the available vertical clearance by approximately three feet to approximately 32 feet, above mean high water. For fender system repairs, all work will be done from a 20-foot wide barge moored to the fender itself. The channel will not be blocked. Working hours will be daylight hours and the barge will not be moved at night. Mariners should use extreme caution when transiting the area. Chart: 12316.

LNM: 09/09

NJ & PA – UPPER DELAWARE RIVER- BRIDGE WORK

Mariners are advised that access procedures for the installation of a traveler system will commence on or about March 2009 through October 2009 at the Burlington-Bristol (vertical-lift) Bridge, at mile 117.8, across the Delaware River, between Burlington NJ and Bristol PA. To facilitate the operation, work platforms will be used reducing the available vertical clearance by approximately two feet. Mariners should use extreme caution when transiting the area. Chart: 12314.

LNM: 09/09

MD – CHESAPEAKE BAY – HEAD OF CHESAPEAKE BAY – MILITARY AMPHIBIOUS VEHICLE TESTING

Mariners are advised that the Aberdeen Test Center (ATC) will conduct operational testing of their armored, amphibious Expeditionary Fighting Vehicle (EFV), scheduled to begin on March 23, 2009. Each EFV test consists of several hours of low speed transition speed runs on-water operation, during the period of 8 a.m. to 4 p.m., Mondays through Fridays, through Mid April 2009. The operation area includes: entering the water at Days Point in the Gunpowder River, proceeding out to the mouth of the Gunpowder River and then back north into the River to the vicinity of Oliver Point. The vehicle will be performing low speed maneuvers east of Oliver Point inside the APG reservation boundaries. The EFV will exit the water on the north side of Maxwell Point. The EFV will be accompanied by safety patrols and maintenance support boats to provide escort and towing service, if necessary. Testing activity would be curtailed and the area cleared to accommodate any shipping traffic. Interested mariners may contact the on-site test personnel at 410-320-8683, or the ATC's B Tower Operator at (410) 278-2250/3971 or on marine band radio Channel 68 VHF (call sign "800"), or the DNR boat on marine band radio Channel 68 VHF. Chart: 12274.

LNM: 12/09

MD/VA/DC - POTOMAC RIVER - WOODROW WILSON BRIDGE - BRIDGE INFORMATION

Mariners are advised that construction activity at the new Woodrow Wilson Memorial Bridge across the Potomac River, mile 103.8, between Alexandria, Virginia and Oxon Hill, Maryland is ongoing, however, the major in-water construction, previously-scheduled channel restrictions, and mechanical demolition and removal of debris from the old bridge have been completed. Woodrow Wilson Bridge Project temporary regulatory markers have been removed, and the private aids to navigation (established to mark an auxiliary channel that is no longer in use) have been discontinued. The previously-dredged portion of the waterway intended as temporary access for construction vessels to and from the bridge work site is not maintained. Boaters operate at their own risk when operating outside the marked navigation channel. For any questions, please contact Mr. Mike Baker, Woodrow Wilson Bridge Project, at 443-615-0215. The Project's website, www.wilsonbridge.com, contains additional information. For bridge opening requests, refer to the drawbridge operation regulations described in Title 33 Code of Federal Regulations Section 117.255. Charts: 12285 & 12289.

LNM: 10/09

MD-CHESAPEAKE BAY-APPROACHES TO BALTIMORE HARBOR-PATAPSCO RIVER (MIDDLE BRANCH) - MARINE CONSTRUCTION

Mariners are advised that McLean Contracting Corp. will conduct mechanical dredging with pile driving and demolition operations near the Maryland Port Administration's Fairfield Marine Terminal Pier 4, located in the Masonville area at Baltimore, Maryland, from January 15, 2008 through December 1, 2009. These operations will include the installation of a 50 ft x 40 ft cofferdam, water main, demolition and diving operations at approximate position 39-15-12.97 N, 076-34-56.29 W, occur Mondays through Fridays from 6 a.m. to 6 p.m., and use mooring buoys, sheet pile and H-pile structures, barges and floating cranes. All vessels and structures will be lighted and marked in accordance with the Navigation Rules. Diving operations are conducted daily and a NO WAKE transit is requested. Interested traffic may contact the work boats Sweat Pea and WB29 on marine band radio channels 16 or 13 VHF-FM, if necessary. For any comments or questions, contact Mr. Jeff Phillips (Contract Manager) at telephone number (410) 553-6700. Chart: 12281.

LNM: 07/09

MD/VA/DC - POTOMAC RIVER - WOODROW WILSON BRIDGE - BRIDGE RESTRICTION

Mariners are advised that construction work continues at the Woodrow Wilson Memorial Bridge across the Potomac River, at mile 103.8, between Alexandria VA and Oxon Hill MD; and the drawbridge will remain closed-to-navigation each day from 10 a.m. to 2 p.m. until May 31, 2009. Charts: 12285 & 12289.

LNM: 09/09

MD - CHESAPEAKE BAY - EASTERN BAY AND SOUTH RIVER - EASTERN BAY - POPLAR ISLAND NARROWS - HAZARD TO NAVIGATION

The U.S. Army Corps of Engineers has confirmed a report of several submerged rock piles emplaced to create two fish habitat reef lines in the Chesapeake Bay, approximately 100 feet north and northeast of the Poplar Island Habitat Restoration Perimeter Dike. A reef line is located between approximate positions 38-46-57N, 076-22-35W and 38-46-56N, 076-22-24W. And a reef line located between 38-46-44N, 076-22-10W and 38-46-35N, 076-22-10W. The rock piles are reported to be awash at MLLW. Mariners are urged to use caution when transiting the area. Chart: 12263.

LNM: 43/08

MD - CHESAPEAKE BAY - EASTERN BAY AND SOUTH RIVER - POPLAR ISLAND NARROWS - SOIL BORING OPERATIONS

Mariners are advised that soil boring operations are scheduled to occur at Poplar Island until 24 April, 2009, from 7:00 AM to 5:00 PM Monday to Friday. The work will include a crane barge and drill rig on the north side of Poplar Island and will be lighted. The assist vessel AMY may be contacted on VHF-FM Channels 03 and 16. Chart: 12273.

LNM: 11/09

MD - BALTIMORE HARBOR - BREWERTON CHANNEL/BREWERTON EXTENSION CHANNEL - DREDGING

The Great Lakes Dredging Clamshell Dredges GL54 and GL55 will be conducting dredging operations in the Brewerton Channel and Extension Channel from 09 March through 30 April, 2009. The scows GL231, GL232, WEEK110, WEEKS 111, WEEKS112 and WEEKS113 will transit to and from the Hart Miller Island Disposal Site by various tugs. The dredge will monitor VHF-FM Channels 10, 13 and 16. Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipeline, barges, derricks, wires and related equipment. Owners and lessees of fishnets, crabpots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must remove these from the area where tugs, tenderboats and other attendant equipment will be navigating. Dredging projects are usually conducted twenty-four (24) hours a day seven (7) days a week, all fishnets, crabpots and structures in the general area must be removed prior to commencement of any work. Chart: 12273.

LNM: 11/09

VA - ELIZABETH RIVER - EASTERN BRANCH - MOSELEY CREEK - BROAD CREEK - NEW BRIDGE CONSTRUCTION

Mariners are advised that Skanska USA Civil Southeast Inc. (the contractor), on behalf of Hampton Roads Transit (the bridge owner), will begin construction of the new double-track light rail project across Broad Creek from Brambleton Avenue to Newton Road located in Norfolk, VA. There will be a crane barge, material barges and a tug boat to support the new bridge construction which is parallel with the Interstate 264 Bridge that spans Broad Creek. Demolition of the existing railroad trestle is the first activity scheduled to begin on May 27, 2008. Pile driving, concrete construction and girder setting will continue through March 2009. The work will not block the Broad Creek channel. Mariners should exercise caution when transiting the area. Chart :12253.

LNM: 19/08

VA –HAMPTON ROADS – THIMBLE SHOAL CHANNEL – DREDGING

The dredges PADRE ISLAND and DODGE ISLAND will be conducting dredging operation in the Thimble Shoal Channel from 01 April through 15 May, 2009. The dredge will monitor VHF-FM Channels 13 and 16. Dredge material will be transported to the Dam Neck Ocean Dredge Material Disposal Site by the tugs GA FRANKLIN and SEA BEAR. The survey vessel ST. JOHNS RIVER will be operating in the dredge area. Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipeline, barges, derricks, wires and related equipment. Owners and lessees of fishnets, crabpots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must be remove these from the area where tugs, tenderboats and other attendant equipment will be navigating. Dredging projects are usually conducted twenty-four (24) hours a day seven (7) days a week, all fishnets, crabpots and structures in the general area must be removed prior to commencement of any work. Chart: 12221.

LNM: 12/09

VA – ATLANTIC INTRACOASTAL WATERWAY (AIWW), SOUTHERN BRANCH OF THE ELIZABETH RIVER TO THE ALBERMARLE AND CHESAPEAKE CANAL - BRIDGE CLOSURE

Mariners are advised that the Norfolk Southern #7 Railroad Bridge, at AIWW mile 5.8, across the Southern Branch of the Elizabeth River in Chesapeake VA, will be closed to vessels to complete structural repairs beginning at 5 a.m. until and including 11 p.m. each Sunday on February 1, February 8, March 1, March 8, April 5, April 12, May 3 and May 10, 2009. At all other times, the drawbridge will operate in accordance with the operating drawbridge regulations set out in Title 33 Code of Federal Regulations Part 117.997(e). Mariners should adjust their transits accordingly. Chart: 12253.

LNM: 02/09

VA-MD – POTOMAC RIVER – LOWER CEDAR POINT TO MATTAWOMAN CREEK – MILITARY AMPHIBIOUS VEHICLE TESTING

Mariners are advised that the Marine Corps Base (MCB) Quantico, VA intends to conduct rehearsals of their armored, amphibious Expeditionary Fighting Vehicle (EFV), scheduled to begin on March 23, 2009. Each EFV rehearsal consists of several hours of low speed transition and high water speed runs on the Potomac River, during 23 March-3 April, 2009, from 8 a.m. to 4 p.m. The operation area includes: entering the water at Hospital Point in the Quantico Creek, proceeding out to the mouth of the Quantico Creek, and then north into the Potomac River to the vicinity of Possum Point. The vehicle will be performing low speed and high speed maneuvers south of Possum Point and north of Chopawamsic Island. The maneuver box lies south of latitude 38-32-42 N and north of latitude 38-29-15 N. The EFV will exit the water on the south side of Marine Corps Air Facility, MCB Quantico. The EFV will be accompanied by safety patrols and maintenance support boats to provide escort and towing service, if necessary. Rehearsal activity would be curtailed and the area cleared to accommodate any shipping traffic. Interested mariners may contact the on-site test personnel at 703-675-2829 or on marine band radio Channel 16 VHF (call sign "ATC Command Boat 1"). Chart 12288.

LNM: 12/09

VA – ATLANTIC INTRACOASTAL WATERWAY (AIWW) – ELIZABETH RIVER (SOUTHERN BRANCH) TO THE ALBERMARLE AND CHESAPEAKE CANAL – BRIDGE INFORMATION

To perform mechanical repairs, mariners are advised that the I-64/High-Rise Bridge (AIWW Mile 7.1) across the Southern Branch of the Elizabeth River in Chesapeake will be closed to vessels requiring an opening from 07:00 AM on Monday 06 April, 2009 until 05:00 PM on 10 April, 2009. The available vertical clearance in the closed position is approximately 65 feet MHW. Mariners able to pass under the closed span may do so with extreme caution. Chart: 12253.

LNM: 12/09

VA – COASTAL – RUDEE INLET – SHOALING

The City of Virginia Beach survey of Rudee Inlet, dated March 6, 2009, indicates shoaling; least depth from 9.2 feet MLLW to 6.4 feet MLLW, across the channel, starting approximately 100 feet East of the North Jetty and continues eastward for approximately 200 feet. Charts: 12205, 12207, 12208 and 12221.

LNM: 11/09

NC –WRIGHTSVILLE BEACH - ATLANTIC INTRACOASTAL WATERWAY (AIWW) - BRIDGE REPAIRS

Mariners are advised that structural repairs will be conducted from February 20 until April 5, 2009 at the S.R. 74 Bridge, at AIWW mile 283.1, at Wrightsville Beach, NC. To facilitate repairs, construction equipment (two barges, measuring 40 feet X 60 feet with crane and work platforms measuring 10 feet X 15 feet along with two work boats) will occupy the channel to perform pile replacement, sheet piling, excavation, and concrete fill. Normal activity will be from 7 a.m. until dark, Monday through Saturday.

There are activities which will require placement of construction equipment in the channel:

- 1) During sheet piling driving operations, each day from 11:30 p.m. to 5 a.m. beginning February 23 to 25, 2009, and from March 2 to 4, 2009, the drawbridge will be in the full opened position to vessels; however, construction equipment will be moored in the navigable channel reducing the available horizontal clearance to approximately 45 feet.
- 2) After the sheet pile wall is installed, the larger 40 X 60 barge will only be placed in the channel intermittently throughout the remainder of the project and there will be no conflict with the channel on any Friday through Sunday, nor any holidays.
- 3) During concrete placement at the end of the project, the larger 40 X 60 barge may be placed in the channel for one day or one night only, ranging from March 20 to April 2, 2009.

Mariners requiring the full width of the channel are requested to provide at least two hours advance notice by calling either (910) 612-8112, (336) 8102 or the bridge tender at (910) 256-2886. Construction equipment will be moored outside the navigable channel when not utilized. All barges will be marked with red quick flash lights on all corners adjacent to the channel and white steady burn lights on the corners furthest from the channel. Mariners should also use extreme caution when transiting the area. Chart: 11541.

NC –WRIGHTSVILLE BEACH - ATLANTIC INTRACOASTAL WATERWAY (AIWW) - BRIDGE REPAIRS

LNM: 04/09

NC – CORE SOUND – HARKERS ISLAND – MARINE CONSTRUCTION

Taylor Brothers Marine Construction, Inc. will be removing an existing 34.5kV Power Line Pole and installing a new one in its place approximately 100 feet East of the Harkers Island Draw Bridge, in Harkers Island, NC from 26 February until 21 April, 2009. This work will be performed from a floating crane barge, and will involve a manned boom truck at times, which is very sensitive to vessel wake. Request all vessel traffic approaching the Harkers Island Draw Bridge use extra vigilance and slow to bare steerage way to minimize wake in the vicinity of the worksite. Taylor Brothers Marine Construction, Inc. will monitor VHF Channel 13/16 at all times while work is in progress. Chart: 11545.

LNM: 11/09

NC – CAPE FEAR RIVER - WILMINGTON - BRIDGE INSPECTION/RESTRICTION

Mariners are advised that inspection work will be performed at the US/17Cape Fear River Memorial Bridge, at mile 26.0, in Wilmington, NC, each day from 7 a.m. to 7 p.m. on March 23 to March 27, 2009. To clear inspection equipment to provide draw span openings, a two-hour advance notice is needed by calling the bridge tender at (910) 251-5773 or via marine radio on channel 13 VHF. The available vertical clearance in the closed position to vessels is approximately 65 feet, above mean high water. Mariners able to pass under the closed span may do so and use exercise caution when transiting the area. Chart: 11534.

LNM: 10/09

NC – WESTERN PART OF PAMLICO SOUND - PAMLICO RIVER – TAR RIVER NEW BRIDGE CONSTRUCTION

Mariners are advised that in-water work activity continues through June 2009 for the construction of the new US 17/Washington Bypass Bridge, at mile 37.95, over Tar River between the cities of Chocowinity and Washington, in Beaufort County, NC. Span portions of the bridge (Bents #93 and #92) are scheduled to be constructed through March 31, 2009. Mariners are advised to use caution when transiting the area. Chart: 11548.

LNM: 10/09

NC – NEUSE RIVER TO MYRTLE GROVE SOUND – NEW RIVER – SHOALING

Shoaling to a depth of 5 feet MLW has been reported in the vicinity of Bogue Sound New River Light 61 (LLNR 39220). Mariners are advised to use caution when transiting the area. Chart: 11541.

LNM: 11/09

NC – CAPE FEAR RIVER – OVERHEAD POWER CABLE CHARTED CLEARANCE CORRECTION

Mariners are advised that the overhead power cable located above the Cape Fear River at approximate position 34-08-55.87N, 077-57-05.47W, approximately 18.8 miles above the Cape Fear River entrance has an available clearance of 149 feet above Mean High Water (MHW). This is 16 feet less than the charted clearance as noted on chart 11537 and stated in the U.S. Coast Pilot 4, Atlantic Coast, Cape Henry, VA to Key West, FL (40th) Edition. Mariners are advised to use caution when transiting the area. Chart: 11537.

LNM: 11/09

SECTION VIII - LIGHT LIST CORRECTIONS

An Asterisk *, indicates the column in which a correction has been made to new information

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks	
2155	Rehoboth Bay Channel Buoy 21	38-37-04.392N 075-05-48.486W *				Green can.		12/09
2895	DEEPWATER POINT RANGE FRONT LIGHT	39-40-42.079N 075-31-06.318W	Iso G 2s (NIGHT) Iso W 2s (DAY)	27 30		On yellow cylindrical tower.	Lighted throughout 24 hours. DAY: Visible 0.5° either side of rangeline. NIGHT: Visible all around; higher intensity 0.5° either side of rangeline	12/09
11935	James River Channel Lighted Buoy 39 50 feet outside channel limit.	37-12-41.728N 076-39-42.740W	Fl G 2.5s		4	Green.	*	12/09
					*			

SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks	
12130	SWANN POINT SHOAL CHANNEL RANGE FRONT LIGHT	37-13-18.753N 076-47-42.166W	FI W 2.5s	16		On multi-pile structure.	Lighted throughout 24 hours. DAY: Visible 0.5° either side of rangeline. NIGHT: Visible all around; higher intensity 0.5° either side of range line.	12/09
12400	<i>James River Channel Lighted Buoy 90</i>	37-18-13.482N 077-07-06.241W	FI R 2.5s		4	Red.	Replaced by nun when endangered by ice.	12/09
25855	<i>Tilghman Island Harbor Lighted Buoy 5</i>	38-42-38.668N 076-20-02.088W	FI G 4s		4	Green.		12/09
25863	Tilghman Island Harbor Lighted Wreck Buoy Wr6a						Remove from list.	12/09
25950	KNAPPS NARROWS EAST CHANNEL LIGHT 6	38-42-58.462N 076-19-40.962W	FI R 4s	15	3	TR on pile.		12/09
28193	OREGON INLET CHANNEL LIGHT 54	35-47-20.778N 075-34-16.904W	Q R	15	3	TR on pile.		12/09
28195	<i>Oregon Inlet Channel Lighted Buoy 55</i>	35-47-20.848N 075-34-21.109W	Q G		3	Green.		12/09
28450	Wanchese Channel Daybeacon 3	35-50-29.997N 075-36-40.020W				SG on pile.		12/09
29056	BIG FOOT SLOUGH CHANNEL LIGHT 9A	35-08-33.760N 076-00-22.994W	FI G 4s	15	4	SG on pile.	Ra ref.	12/09
30310	CAPE FEAR RIVER ENTRANCE RANGE FRONT LIGHT	33-52-23.500N 078-01-09.490W	Iso W 2s (NIGHT)	23 20		Skeleton tower on platform.	Lighted throughout 24 hours. Visible 0.5° either side of range line.	12/09
30312	CAPE FEAR RIVER ENTRANCE RANGE REAR LIGHT	33-53-33.073N 078-00-48.161W	Iso W 6s (NIGHT)	101 98		Skeleton tower on platform.	Lighted throughout 24 hours. Visible 0.5° either side of rangeline.	12/09
30494 39969	FEDERAL POINT RANGE REAR PASSING LIGHT	33-57-48.033N 077-56-38.721W	FI W 4s	17	4	On same structure as Federal Point Range Rear Light.		12/09
30760	KEG ISLAND RANGE REAR LIGHT	34-08-05.721N 077-56-04.109W	Iso W 6s (NIGHT)	38 35		Skeleton tower on multi-pile structure.	Lighted throughout 24 hours. DAY : Visible 4° either side of rangeline. NIGHT: Visible all around; higher intensity 1.5° either side of rangeline.	12/09

SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks	
30775	BIG ISLAND LOWER SOUTH RANGE FRONT LIGHT	34-07-26.371N 077-56-02.152W	Q W (NIGHT) Q W (DAY)	32 29		Skeleton tower on multi-pile structure.	Lighted throughout 24 hours. DAY : Visible 5.5° either side of rangeline only. NIGHT: Visible all around; higher intensity 1.5° either side of rangeline.	12/09
30780	BIG ISLAND LOWER SOUTH RANGE REAR LIGHT 300 yards, 151.2° from front light.	34-07-18.525N 077-55-57.090W	Iso W 6s (NIGHT) Iso W 6s (DAY)	37 34		Skeleton tower on multi-pile structure.	* Lighted throughout 24 hours. DAY: Visible 5.5° either side of rangeline only. NIGHT: Visible all around; higher intensity 1.5° either side of rangeline.	12/09
30783	BIG ISLAND LOWER NORTH RANGE FRONT LIGHT	34-08-20.555N 077-56-37.124W	FI G 2.5s (NIGHT) FI G 2.5s (DAY)	19 16		On multi-pile structure.	* Lighted throughout 24 hours. DAY: Visible 1.5° either side of rangeline only. NIGHT: Visible all around; higher intensity 1.5° either side of rangeline.	12/09
30784	BIG ISLAND LOWER NORTH RANGE REAR LIGHT 166 yards, 331.2° from front light.	34-08-24.906N 077-56-39.934W	Oc G 4s (NIGHT) Oc G 4s (DAY)	33 30		Skeleton tower on multi-pile structure.	* Lighted throughout 24 hours. DAY: Visible 1.5° either side of rangeline only. NIGHT: Visible all around; higher intensity 1.5° either side of rangeline.	12/09
30793	LOWER BRUNSWICK SOUTH RANGE FRONT LIGHT	34-08-12.777N 077-56-47.020W	Q W (NIGHT) Q W (DAY)	21 19		Skeleton tower on multi-pile structure.	* Lighted throughout 24 hours. DAY: Visible 4.0° either side of rangeline. NIGHT: Visible all around higher intensity 1.5° either side of rangeline.	12/09
30794	LOWER BRUNSWICK SOUTH RANGE REAR LIGHT 266 yards, 152.6° from front light.	34-08-05.710N 077-56-42.740W	Iso W 6s (NIGHT) Iso W 6s (DAY)	41 39		Skeleton tower on multi-pile structure.	* Lighted throughout 24 hours. DAY: Visible 1.5° either side of rangeline. NIGHT: Visible all around; higher intensity 1.5° either side of rangeline.	12/09
30796	BIG ISLAND UPPER NORTH RANGE FRONT LIGHT	34-08-41.043N 077-57-11.460W	Iso G 2s (NIGHT) Iso G 2s (DAY)	20 17		On multi-pile structure.	* Lighted throughout 24 hours. DAY: Visible 4.0° either side of rangeline. NIGHT: Visible all around; higher intensity 1.5° either side of rangeline.	12/09
							*	

SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks	
30797	BIG ISLAND UPPER NORTH RANGE REAR LIGHT 101 yards, 313.8° from front light.	34-08-43.146N 077-57-14.004W	Iso G 6s (NIGHT) Iso G 6s (DAY)	28 25		Skeleton tower on multi-pile structure.	Lighted throughout 24 hours. DAY: Visible 4.0° either side of rangeline only. NIGHT: Visible all around; higher intensity 1.5° either side of rangeline.	12/09
							*	
30800	BIG ISLAND UPPER SOUTH RANGE FRONT LIGHT	34-07-47.269N 077-56-05.384W	Q W (NIGHT) Q W (DAY)	18 15		On multi-pile structure. On same structure as Keg Island Channel Range Front light.	Lighted throughout 24 hours. DAY: Visible 5.5° either side of rangeline only. NIGHT: Visible all around; higher intensity 1.5° either side of rangeline.	12/09
							*	
30805	BIG ISLAND UPPER SOUTH RANGE REAR LIGHT 400 yards, 133.8° from front light.	34-07-38.968N 077-55-55.184W	Iso W 6s (NIGHT) Iso W 6s (DAY)	33 30		Skeleton tower on multi-pile structure.	Lighted throughout 24 hours. DAY: Visible 14° either side of rangeline only. NIGHT: Visible all around; higher intensity 1.5° either side of rangeline.	12/09
							*	
30820	LOWER BRUNSWICK NORTH RANGE FRONT LIGHT	34-09-46.388N 077-57-43.735W	Q W (NIGHT) Q W (DAY)	25 22		Skeleton tower on multi-pile structure.	Lighted throughout 24 hours. DAY: Visible on 1.5° either side of rangeline only. NIGHT: Visible all around; higher intensity 1.5° either side on rangeline.	12/09
							*	
30825	LOWER BRUNSWICK NORTH RANGE REAR LIGHT 288 yards, 332.6° from front light.	34-09-56.321N 077-57-49.756W	Iso W 6s (NIGHT) Iso W 6s (DAY)	37 34		Skeleton tower on multi-pile structure.	Lighted throughout 24 hours. DAY: Visible 1,5° either side of rangeline only. NIGHT: Visible all around; higher intensity 1.5° either side of rangeline.	12/09
							*	
30925	FOURTH EAST JETTY RANGE FRONT LIGHT	34-09-56.585N 077-57-33.244W	Q W (NIGHT) Q W (DAY)	16 13		On multipile structure.	Lighted throughout 24 hours. DAY: Visible 1.5° either side of rangeline only. NIGHT: Visible all around; higher intensity 1.5° either side of rangeline.	12/09
							*	
30930	FOURTH EAST JETTY RANGE REAR LIGHT 1,137 yards, 183.5° from front light.	34-09-22.935N 077-57-36.132W	Iso W 6s (NIGHT) Iso W 6s (DAY)	39 36		On multi-pile structure.	Lighted throughout 24 hours. DAY: Visible 4.0° either side of rangeline only. NIGHT: Visible all around; higher intensity 1.5° either side of rangeline.	12/09
							*	

SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks	
39969 30494	FEDERAL POINT RANGE REAR PASSING LIGHT	33-57-48.033N 077-56-38.721W	Fl W 4s	17	4	On same structure as Federal Point Range Rear Light.		12/09
							*	
40235	Cape Fear River - Little River Buoy 48	33-55-15.039N 078-14-15.055W *				Red nun with yellow triangle.		12/09

PUBLICATION CORRECTIONS

None

ENCLOSURES

5 Enclosures

1. Summary of Dredging.
 2. Summary of Shoaling.
 3. Summary of Marine Events
 4. Special Regulations for Marine Events; Temporary change of dates for Recurring Marine Events in the Fifth Coast Guard District.
 5. Special Regulations for Marine Events; Patuxent River, Patuxent River, MD
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SUMMARY OF DREDGING/MARINE CONSTRUCTION PROJECTS CURRENTLY IN PROGRESS

DE ConocoPhillips Facility Marcus Hook Dredging 03 Dec, 2008 DREDGE CHARLESTON Ref. LNM 49/08.

MD Brewerton Channel/Brewerton Extension Channel Dredging 09 Mar to 30 Apr, 2009 Great Lakes DREDGES GL54 and GL55 Ref. LNM 11/09.

MD Baltimore Harbor/Masonville Piers Marine construction/diving operations Jan to 01 Dec 2009 McLean Contracting Ref. LNM 07/09.

MD Honga River/Tar Bay Dredging 23 Feb to 22 Mar, 2009 DREDGE Jenni Lea II Ref. LNM 07/09.

MD Approaches to Baltimore Hbr./Duck Creek/Deep Creek Dredging 12 Jun until completed Ref. LNM 26/08.

MD Poplar Island Access Channel Dredging 17 Feb to 01 May, 2009 DREDGE SWINGING DRAGON Ref. LNM 06/09/

VA Thimble Shoal Channel Dredging 01 Apr to 15 May, 2009 DREDGE PADRE ISLAND Ref. LNM 12/09.

VA Hampton Roads/ Newport News Middle Ground Underwater construction Until completed WEEKS BARGES 271 & 96 Ref LNM 03/09

VA Thimble Shoal Channel/Chesapeake Bay Bridge Tunnel rock groin replacement until completed SKANSKA INC Ref. LNM 45/08.

VA Rudee Inlet Dredging Dredge RUDEE operates 24/7 weather permitting.

NC Bigfoot Slough Dredging 10 Mar to 30 Mar, 2009 DREDGE LEXINGTON Ref. LNM 10/09.

NC Cape Fear River/Baldhead Shoal Channel to Wilmington Inner Harbor Dredging 02 Feb to 15 May, 2009 DREDGE ILLINOIS Ref. LNM 06/09

NC Hammocks Beach State Park/Cows Creek Dredging 24 Jan to 31 Mar, 2009 DREDGE GAIL RENE A Ref. LNM 02/09

NC Cape Fear River/Wilmington Terminal Pier repair Dec 2008 to April 2010 Ref. LNM 49/08.

NC AIWW/Ocean Isle Beach Dredging 14 Nov to 15 Apr, 2009 DREDGE CAPT LEO Ref. LNM 46/08.

NC AIWW/Figure 8 Island Dredging 05 Feb to 31 Mar, 2009 DREDGE RICHMOND Ref. LNM 06/09.

SUMMARY OF REPORTED HAZARDS TO NAVIGATION/ SHOALING

PA - UPPER DELAWARE RIVER – WILMINGTON TO PHILADELPHIA - MANTUA CREEK ANCHORAGE - HAZARD TO NAVIGATION

A 2" towing cable has been reported fouling the Mantua Creek Anchorage at approximate position 39-52.157N, 075-12.497W. Chart: 12312. Ref. LNM 53/08.

NJ – BARNEGAT BAY – SHOALING

A shoaling area consisting of crushed clam shells has been reported near Goodluck Point in Barnegat Bay at approximate position 39-55.500N, 074-06.109W. Chart: 12324 Ref. LNM 53/08.

NJ – LITTLE EGG HARBOR TO CAPE MAY –NJICW - SHOALING

Shoaling to a depth of 02 feet MLW has been reported in the vicinity of New Jersey Intracoastal Waterway Junction Light LB (LLNR 35420). Chart: 12316. Ref. LNM 51/08.

NJ – NJICW – ATLANTIC CITY TO CAPE MAY SHOALING (chart: 12316) Shoaling at NJICW Daybeacon 469 (LLNR 36690). Ref. LNM 23/08.

NJ – NJICW – ATLANTIC CITY TO CAPE MAY SHOALING (chart: 12316) Shoaling to a depth of 1.0 foot MLLW has been reported between NJICW Light 262 (LLNR 36005) and NJICW Daybeacon 266 (LLNR 36020). Ref. LNM 19/08.

NJ - NJICW SHOALING NJICW Daybeacon 156 (LLNR 35360) Shoaling to less than 3ft MLLW (chart 12316) Ref. LNM 16/08.

MD TANGIER SOUND – NORTHERN PART – ST. PETERS CREEK – SHOALING

Shoaling into the channel to a depth of less than 01 foot MLW has been reported in the vicinity of St. Peters Creek Channel Light 3 (LLNR 23445). Chart :12231 Ref. LNM 51/08

MD – POCOMOKE AND TANGIER SOUNDS – STARLING CREEK – SHOALING

Shoaling into the channel to a depth of less than 03 feet MLW has been reported in the vicinity of Starling Creek Channel Light 4 (LLNR 22470). Chart: 12228 Ref. LNM 51/08.

MD – HONGA – NANTICOKE – WICOMICO RIVERS AND FISHING BAY –FARM CREEK – SHOALING

Shoaling to a depth of less than 03 feet MLW has been reported in the center of the channel between Farm Creek Channel Light 1 (LLNR 24425) and Farm Creek Channel Light 5 (LLNR 24440), Chart: 12261 Ref. LNM 51/08.

MD Tangier Sound (northern part) Big Thorofare Channel/Big Thorofare West Shoaling To a depth of 2.0 feet MLLW between Big Thorofare Channel Daybeacon 2 (LLNR 23020) and Big Thorofare Channel Daybeacon 4 (LLNR 23030) to a depth of 2.0 feet MLLW adjacent to Big Thorofare West Light 9 (LLNR 23235). Ref. LNM 50/08.

MD Nanticoke River SHOALING To a depth of 2.0 feet MLLW in vicinity of Nanticoke River Light 6 (LLNR 23980) (chart 12261) Ref. LNM 50/08.

MD – Cove Point to Sandy Point/ Flag Harbor SHOALING Between Flag Harbor Entrance Light 1 (LLNR 7671) and Flag Harbor Entrance Light 2 (LLNR 7672) to a depth of 4.0 feet. (chart 12263) Ref. LNM 50/08

MD – Susquehanna River SHOALING (chart: 12274) Approximately 20 yards NE of Susquehanna River Channel LB 11 (LLNR 27645) to a minimum depth of 10.5 feet MLLW. Ref. LNM 26/08

VA – LOWER CHESAPEAKE BAY – HAMPTON – SALT PONDS CHANNEL - SHOALING

The Coast Guard has received a report of shoaling in the Salt Ponds entrance channel between Salt Ponds Light 6 (LLNR 12870) and Salt Ponds Daybeacon 10 (LLNR 12887). Chart: 12222. Ref. LNM 09/09.

VA – HAMPTON ROADS –NEWPORT NEWS MIDDLE GROUND - SHOALING

The Coast Guard has received a report of shoaling to an approximate depth of 11 feet at the Newport News Middle Ground – Fairway for Shallow Draft Vessels and Tows in the vicinity of 36-57.11N, 076-23.47W. Chart: 12245. Ref. LNM 53/08.

VA – CHESAPEAKE BAY – YORK RIVER – LOST ANCHOR AND CHAIN – HAZARD TO NAVIGATION

A 1000lb anchor and 15 feet of anchor chain were lost in the York River in the approximate position of 37-14.507N / 076-26.586W. Chart: 12243 Ref. LNM 52/08.

VA Little Wicomico river SHOALING Vicinity of Little Wicomico Light 4 (LLNR 16355) and across the outbound channel at Light 5 (LLNR 16360). Ref. LNM 40/08

VA – Sand Shoal Inlet SHOALING (chart 12224) Shoaling between Sand Shoal Inlet Buoy 5 (LLNR 6980) and Sand Shoal Inlet Lighted Buoy 6 (LLNR 6985) Ref. LNM 20/08.

VA – Rappahannock River/Greenvale Creek SHOALING (chart 12237) Shoaling to a depth of 1.2ft MLLW between Greenvale Creek Channel Daybeacon 6 (LLNR 15315) and Greenvale Creek Channel Daybeacon 8 (LLNR 15320).

VA – Virginia Inside Passage SHOALING (chart 12210) Severe shoaling at VIP DBN 184 (LLNR 6220), VIP DBN AA (LLNR 5520), VIP DBN 169 (LLNR 6180), VIP DBN 107 (LLNR 5950) REF. LNM 43/06, 16/07.

VVA – Chincoteague Inlet SHOALING (Chart 12211/12210) Between Chincoteague Inlet Buoys 9 (LLNR 5307) and 10A (LLNR 5313) Ref. LNM 47/08

VA – VIRGINIA INSIDE PASSAGE – SHOALING

Shoaling to a depth of 2 feet MLW has been reported between Virginia Inside Passage Light 180 (LLNR 6210) and Great Machipongo Inlet North Channel Junction Light NC (LLNR 6875). Chart: 12210. Ref LNM 06/09.

NC -Cape Hatteras – Hatteras Inlet SHOALING (Chart: 11555) Shoaling to a depth of 3.8 feet MLLW has been reported in the vicinity of South Ferry Terminal Lighted Buoy 1SF (LLNR 28699.1) Ref. LNM 19/08./ Shoaling to a depth of 2.0 feet MLLW between Hatteras Inlet Buoy 12 (LLNR 28732) and Hatteras Inlet Buoy 113A (LLNR 28736) Ref. LNM 50/08/

NC – New River SHOALING (chart 11555) Shoaling between New River Buoy 16A (LLNR 29752) and New River Buoy 16B (LLNR 29753)/Shoaling to a depth of 1.9 ft MLLW Cedar Bush Cut between New River Inlet Buoy 10B (LLNR 29723) and New River Inlet Buoy 11 (LLNR 29725) Ref. LNM 38/08.

NC – Shallotte Inlet SHOALING (chart 11534) Shoaling to a depth of 01ft MLLW 100yards west of Cape Fear River-Little River Daybeacon 75 (LLNR 40320) Ref. LNM 50/07; Mid channel 0.5 ft MLW at Cape Fear River-Little River Daybeacon 80A (LLNR 40337) Ref. LNM 32/08.

NC – OCRACOE NLET – SHOALING

Shoaling to a depth of 3 feet MLW has been reported in the vicinity of Ocracoke Inlet Buoy 3 (LLNR 28910) and Ocracoke Inlet Buoy 4 (LLNR 28915). The channel has been reported as shifting to the east. Chart: 11550 Ref. LNM 06/09. channel. Ref. LNM 05/08.

- NC – Beaufort Inlet and Southern Core Sound SHOALING (chart 11541) SHOALING Shoaling to a depth of 2.0 feet MLLW has been reported in the vicinity of Core Sound Light 31 (LLNR 34580) Ref. LNM 12/08./ Shoaling in Beaufort Inlet vicinity of Beaufort Inlet Channel Light 16 (LLNR 29385) Ref. LNM 50/08.
- NC – Bogue Sound SHOALING (chart 11541) Shoaling to a depth of 0.1 ft MLLW vicinity of Bogue Sound Buoy 45A (LLNR 39050) Re. LNM 22/08.
- NC – Raleigh Bay/Hatteras Inlet SHOALING (chart: 11550) Shoaling in the vicinity of Hatteras Inlet Buoy 12 (LLNR 28732) and Hatteras Inlet Lighted Buoy 13 (LLNR 28735.2) to a depth of 3.5 feet MLLW Ref. LNM 24/08.
- NC – BOGUE INLET - SHOALING
Shoaling to a depth of 01 foot MLW has been reported in the vicinity of Bogue Inlet Buoy 8 (LLNR29535). The shoal extends approximately 30 feet into the channel in the direction of Bogue Inlet Buoy 6 (LLNR 29520). Chart: 11541. Ref. LNM 53/08.
- NC – BOGUE INLET – SHOALING
Shoaling to a depth of 2 feet MLW has been reported in the vicinity of Bogue Inlet Lighted Buoy 1 (LLNR 29495) and Bogue Inlet Buoy 2 (LLNR 29500). Chart: 11541. Ref. LNM 06/09.

D5 SUMMARY OF MARINE EVENTS FOR VA/MD/DC/NC

FIREWORKS – DISPLAY PRECAUTIONS AND REGULATIONS

Fireworks barges and launch sites on land will have signs labeled FIREWORKS--DANGER--STAY AWAY to provide on scene notice that the safety zone will be enforced. Vessels may not enter, remain in, or transit through the safety zone during the enforcement period unless authorized by the Coast Guard Captain of the Port (COTP) or designated Coast Guard patrol personnel on scene. All persons and vessels shall comply with the instructions of the COTP or the designated on-scene-patrol personnel, and upon being hailed by siren, radio, flashing light or other means, the operator of a vessel shall proceed as directed. Other Federal, State and local agencies may assist these personnel in the enforcement of the safety zone.

MD–CHESAPEAKE BAY–SEVERN RIVER–ANNAPOLIS - Regulated area

Mariners are advised that the Naval Academy Sailing Squadron will sponsor the Safety At Sea Seminar (30th Annual) in the Severn River adjacent to the U. S. Naval Academy, between the Naval Academy (SR-450) Bridge and Triton Light (LLN-19780), on Saturday, **March 28, 2009** from 12 noon until 1:30 p.m. The event includes on-water activities involving small boats, a low-flying helicopter and pyrotechnics demonstrations. As described in Title 33 Code of Federal Regulations Section 100.501, special local regulations establish a regulated area for all waters of the Severn River (from shoreline to shoreline), bounded to the northwest by a line drawn from the south shoreline at 39°00'38.9" N, 076°31'05.2" W, thence to the north shoreline at 39°00'54.7" N, 076°30'44.8" W, this line is approximately 1300 yards northwest of the U.S. 50 fixed highway bridge. The regulated area is bounded to the southeast by a line drawn from the Naval Academy Light at 38°58'39.5" N, 076°28'49" W, thence southeast to a point 700 yards east of Chinks Point, at 38°58'1.9" N, 076°28'1.7" W, thence northeast to Greenbury Point at 38°58'29" N, 076°27'16" W. The effect will be to restrict vessel traffic on certain waters of the Severn River from 10 a.m. through 2 p.m. The Coast Guard Patrol Commander may forbid and control the movement of all vessels in the regulated area. Coast Guard vessels enforcing this regulated area can be contacted on marine band radio channel 16 or 22A VHF-FM. When hailed or signaled by an official patrol vessel, a vessel in the area shall immediately comply with the directions given. Failure to do so may result in expulsion from the area, citation for failure to comply, or both. Mariners are urged to schedule their transits on this waterway beyond the enforcement times. For any comments or questions, contact Mr. Ron Houck, Coast Guard Sector Baltimore, at (410) 576-2674 or Ronald.L.Houck@uscg.mil. Charts 12282, 12283.

MD – BALTIMORE INVITATIONAL REGATTA

Mariners are advised that the St. Paul's School in Brooklandville, Maryland will sponsor the "Baltimore Invitational Regatta" on the Patapsco River-Middle Branch in Baltimore on Saturday, **April 4, 2009**, from 6 a.m. to 3 p.m. The rowing competition will have approximately 450 participants operating on a 1,500 meter course that will start at the western end of the Middle Branch boat basin, then proceed easterly under the Hanover Street (SR-2) Bridge, and finish 400 meters east of the bridge. Participants will be accompanied and supported by motorized safety launched. Coast Guard patrol personnel on scene can be contacted on marine band radio channel 16 VHF-FM. For any comments or questions, contact Mr. Ron Houck, Coast Guard Sector Baltimore, at (410) 576-2674 or Ronald.L.Houck@uscg.mil. Chart 12281.

MD – CHESAPEAKE BAY – PATAPSCO RIVER (MIDDLE BRANCH) – Rowing regatta

Mariners are advised that Johns Hopkins University will sponsor the "Johns Hopkins Invitational" on the Patapsco River-Middle Branch in Baltimore on Saturday, **April 18, 2009**, from 7 a.m. to 1 p.m. The rowing competition will have approximately 300 participants operating on a 2,000 meter course that will start at the western end of the Middle Branch boat basin, then proceed easterly under the Hanover Street (SR-2) Bridge, and finish 900 meters east of the bridge. Participants will be accompanied and supported by motorized safety launched. For any comments or questions, contact Mr. Ron Houck, Coast Guard Sector Baltimore, at (410) 576-2674 or Ronald.L.Houck@uscg.mil. Chart 12281.

MD – U.S. NAVAL ACADEMY CREW RACES

Mariners are advised that U.S. Naval Academy Crew Races will be held on the Severn River on Saturday, **April 25, 2009** from 6 a.m. until 9 a.m. The 2,000-meter rowing course is located from the entrance to College Creek, upriver to Severn River Light 2 (LLN-19945); an alternate course is located from Severn River Light 2 (LLN-19945), upriver to the entrance to Chase Creek. As described in Title 33 Code of Federal Regulations Section 100.501, special local regulations establish a regulated area for all waters of the Severn River (from shoreline to shoreline), bounded to the northwest by a line drawn from the south shoreline at 39°00'38.9" N, 076°31'05.2" W, thence to the north shoreline at 39°00'54.7" N, 076°30'44.8" W, this line is approximately 1300 yards northwest of the U.S. 50 fixed highway bridge. The regulated area is bounded to the southeast by a line drawn from the Naval Academy Light at 38°58'39.5" N, 076°28'49" W, thence southeast to a point 700 yards east of Chinks Point, at 38°58'1.9" N, 076°28'1.7" W, thence northeast to Greenbury Point at 38°58'29" N, 076°27'16" W. The effect will be to restrict vessel traffic on certain waters of the Severn River from 5 a.m. through 10 a.m. The Coast Guard Patrol Commander may forbid and control the movement of all vessels in the regulated area. Coast Guard vessels enforcing this regulated area can be contacted on marine band radio channel 16 or 22A VHF-FM. When hailed or signaled by an official patrol vessel, a vessel in the area shall immediately comply with the directions given. Failure to do so may result in expulsion from the area, citation for failure to comply, or both. Mariners are urged to schedule their transits on this waterway beyond the enforcement times. For any comments or questions, contact Mr. Ron Houck at Coast Guard Sector Baltimore at (410) 576-2674 or Ronald.L.Houck@uscg.mil. Charts 12282, 12283

MD – CHESAPEAKE BAY – PATAPSCO RIVER (MIDDLE BRANCH) – Rowing regatta

Mariners are advised that the Baltimore Rowing Club will sponsor the "Baltimore High School Championships" on the Patapsco River-Middle Branch in Baltimore on Sunday, **May 3 2009**, from 8 a.m. to 3 p.m. The rowing competition will have approximately 290 participants operating on a 1,500 meter course that will start at the western end of the Middle Branch boat basin, then proceed easterly under the Hanover Street (SR-2) Bridge, and finish 400 meters east of the bridge near the Ferry Bar. Participants will be accompanied and supported by motorized safety launched. Coast Guard patrol personnel on scene can be contacted on marine band radio channel 16 VHF-FM. For any comments or questions, contact Mr. Ron Houck, Coast Guard Sector Baltimore, at (410) 576-2674 or Ronald.L.Houck@uscg.mil. Chart 12281.

MD-CHESAPEAKE BAY-NANTICOKE RIVER-BIVALVE - Regulated area

Mariners are advised that on **Sunday, May 3, 2009**, the "Nanticoke Swim & Triathlon" will be held on 3-mile, ½-mile, and sprint courses on the Nanticoke River, including Bivalve Channel and Bivalve Harbor, bounded by a line drawn from a point on the shoreline at latitude 38°18'00" N, longitude 075°54'00" W, thence westerly to latitude 38°18'00" N, longitude 075°55'00" W, thence northerly to latitude 38°20'00" N, longitude 075°53'48" W, thence easterly to latitude 38°19'42" N, longitude 075°52'54" W. As described in Title 33 Code of Federal Regulations Section 100.501, special local regulations establish a regulated area from 8 a.m. through 2 p.m. The Coast Guard Patrol Commander may forbid and control the movement of all vessels in the regulated area. Coast Guard vessels enforcing this regulated area can be contacted on marine band radio channel 16 or 22A VHF-FM. When hailed or signaled by an official patrol vessel, a vessel in the area shall immediately comply with the directions given. Failure to do so may result in expulsion from the area, citation for failure to comply, or both. Mariners are urged to schedule their transits on this portion of the waterway beyond the enforcement times. For any comments or questions, contact Mr. Ron Houck at Coast Guard Sector Baltimore at (410) 576-2674 or Ronald.L.Houck@uscg.mil. Chart 12230

MD - CHESAPEAKE BAY - APPROACHES TO BALTIMORE - Swim event

Mariners are advised that a benefit swim will be held near the mouth of the Patapsco River on Sunday, **May 17, 2009**, from 8 a.m. to 12 noon. The swim, with up to three participants, will start at North Point, proceed northeastward on the Chesapeake Bay, and finish at Pleasure Island in Baltimore County, MD. Participants will be accompanied by support vessels. Patrol personnel on scene can be contacted on marine band radio channel 16 VHF-FM. For any comments or questions, contact Mr. Ron Houck at Coast Guard Sector Baltimore at (410) 576-2674 or Ronald.L.Houck@uscg.mil. Chart 12278.

VA- CHESAPEAKE BAY - ELIZABETH RIVER WESTERN BRANCH - VIRGINIA STATE HYDROPLANE RACE

THE COAST GUARD WILL BE ESTABLISHING A REGULATED AREA IN SUPPORT OF THE VIRGINIA STATE HYDROPLANE CHAMPIONSHIPS POWER BOAT RACE ON **APRIL 18 AND 19, 2009**. THIS REGULATED AREA WILL BE ENFORCED BETWEEN 9:00 A.M. AND 5:00 P.M. EACH DAY AND WILL ENCOMPASS ALL WATERS OF THE WESTERN BRANCH, ELIZABETH RIVER WITHIN 1000 FEET OF THE RACE COURSE. MARINERS MUST REMAIN OUTSIDE OF THIS AREA UNLESS AUTHORIZED BY THE COAST GUARD PATROL COMMANDER TO ENTER.

VA - CHESAPEAKE BAY - EAST RIVER - MATHEWS INVITATIONAL REGATTA

MARINERS ARE ADVISED THAT THE MATHEWS INVITATIONAL REGATTA WILL BE HELD ON THE EAST RIVER NEAR WILLIAMS WHARF. THIS EVENT WILL BE HELD ON **APRIL 18, 2009** FROM 8:30 A.M. - 3:00 P.M. MARINERS ARE ADVISED TO USE CAUTION WHEN TRANSITING THE AREA

VA - BACK RIVER - HAMPTON - AIR POWER OVER HAMPTON ROADS

A SAFETY ZONE WILL BE ESTABLISHED IN SUPPORT OF AIRPOWER OVER HAMPTON ROADS AIR SHOW HELD AT THE LANGLEY AIR FORCE BASE IN HAMPTON, VA ON THE BACK RIVER. THIS EVENT WILL BE HELD BETWEEN 5:00 P.M. AND 9:00 P.M. ON **APRIL 24, 2009**, AND BETWEEN 9:00 A.M. AND 5:00 P.M. ON APRIL 25 AND 26, 2009. DUE TO THE NEED TO PROTECT MARINERS AND SPECTATORS FROM THE HAZARDS ASSOCIATED WITH THE AIR SHOW, VESSEL TRAFFIC WILL BE TEMPORARILY RESTRICTED AND NO VESSELS MAY ANCHOR WITHIN THE AREA BOUNDED BY 37-05-35N / 076-20-47W, 37-05-43N / 076-20-14W, 37-05-19N / 076-20-02W, 37-05-12N / 076-20-18W. MARINERS MUST REMAIN OUTSIDE OF THIS ZONE UNLESS OTHERWISE AUTHORIZED BY THE CAPTAIN OF THE PORT OR HIS REPRESENTATIVE.

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 100

[Docket No. USCG-2009-0106]

RIN 1625-AA08

Special Local Regulation for Marine Events; Temporary change of dates for Recurring Marine Events in the Fifth Coast Guard District

AGENCY: Coast Guard, DHS.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard proposes to temporarily change the enforcement period of special local regulations for recurring marine events in the Fifth Coast Guard District. These regulations apply to only five recurring marine events that conduct on water activities such as power boat races, swimming competitions, and harbor celebrations. Special local regulations are necessary to provide for the safety of life on navigable waters during the event. This action is intended to restrict vessel traffic in portions of the Chester River, MD; Rappahannock River, VA; Elizabeth River, Southern Branch, VA; North Atlantic Ocean, Ocean City, MD; and Pasquotank, River during each event.

DATES: Comments and related material must either be submitted to our online docket via <http://www.regulations.gov> on or before **[INSERT DATE 30 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER.]** or reach the Docket Management Facility by that date.

ADDRESSES: You may submit comments identified by docket number USCG-2009-0106 using any one of the following methods:

- (1) Federal eRulemaking Portal: <http://www.regulations.gov>.
- (2) Fax: 202-493-2251.
- (3) Mail: Docket Management Facility (M-30), U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, D.C. 20590-0001.
- (4) Hand delivery: Same as mail address above, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202-366-9329.

To avoid duplication, please use only one of these methods. For instructions on submitting comments, see the "Public Participation and Request for Comments" portion of the SUPPLEMENTARY INFORMATION section below.

FOR FURTHER INFORMATION CONTACT: If you have questions on this proposed rule, call Dennis Sens, Project Manager, Fifth Coast Guard District, Prevention Division, at 757-398-6204 or email at Dennis.M.Sens@uscg.mil. If you have questions on viewing or submitting material to the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone 202-366-9826.

SUPPLEMENTARY INFORMATION:

Public Participation and Request for Comments

We encourage you to participate in this rulemaking by submitting comments and related materials. All comments received will be posted, without change, to <http://www.regulations.gov> and will include any personal information you have provided.

Submitting comments

If you submit a comment, please include the docket number for this rulemaking (USCG-2009-0106), indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online, or by fax, mail or hand delivery, but please use only one of these means. We recommend that you include your name and a mailing address, an e-mail address, or a phone number in the body of your document so that we can contact you if we have questions regarding your submission.

To submit your comment online, go to <http://www.regulations.gov>, select the Advanced Docket Search option on the right side of the screen, insert "USCG-2009-0106" in the Docket ID box, press Enter, and then click on the balloon shape in the Actions column. If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. If you submit them by mail and would like to know that they reached the Facility, please enclose a stamped, self-addressed postcard or envelope. We will consider all comments and material received during the comment period and may change the rule based on your comments.

Viewing comments and documents

To view comments, as well as documents mentioned in this preamble as being available in the docket, go to <http://www.regulations.gov>, select the Advanced Docket Search option on the right side of the screen, insert USCG-2009-0106 in the Docket ID box, press Enter, and then click on the item in the Docket ID column. You may also visit either the Docket Management Facility in Room W12-140 on the ground floor of the Department of Transportation West Building, 1200 New Jersey Avenue SE, Washington, D.C. 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays; or the Fifth Coast Guard District, Prevention Division, 431 Crawford Street, Portsmouth, VA, 23704 between 10 a.m. and 2 p.m., Monday through Friday, except Federal holidays. We have an agreement with the Department of Transportation to use the Docket Management Facility.

Privacy Act

Anyone can search the electronic form of comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review a Privacy Act notice regarding our public dockets in the January 17, 2008 issue of the Federal Register (73 FR 3316).

Public meeting

We do not now plan to hold a public meeting. But you may submit a request for one to the Docket Management Facility at the address under ADDRESSES explaining why one would be beneficial. If we determine that one would aid this rulemaking, we will hold one at a time and place announced by a later notice in the Federal Register.

Background and Purpose

Marine events are frequently held on the navigable waters within the boundary of the Fifth Coast Guard District. The on water activities that typically comprise marine events include sailing regattas, power boat races, swim races and holiday parades. For a description of the geographical area of each Coast Guard Sector - Captain of the Port Zone, please see 33 CFR 3.25.

This regulation proposes to temporarily change the enforcement period of special local regulations for recurring marine events within the Fifth Coast Guard District. This proposed regulation applies to five marine events in 33 CFR 100.501, Table to § 100.501.

Annually, the District of Columbia Aquatics Club sponsors the "Maryland Swim for Life", on the waters of the Chester River near Chestertown, MD. The regulation at 33 CFR 100.501 is effective annually for the Maryland Swim for Life marine event. The event is an open water swimming competition held on the waters of the Chester River, near Chestertown, Maryland. Approximately 150 swimmers will start from Rolph's Wharf and swim up-river 2.5 miles then swim down-river returning back to Rolph's Wharf. A large fleet of support vessels accompany the swimmers. Therefore, to ensure the safety of participants and support vessels, 33 CFR 100.501 would be enforced for the duration of the event. Under provisions of 33 CFR 100.501, from 5:30 a.m. to 2:30 p.m. on July 11, 2009, vessels may not enter the regulated area unless they receive permission from the Coast Guard Patrol Commander. Vessel traffic may be allowed to transit the regulated area only when the Patrol Commander determines it is safe to do so.

On June 6, 2009, the Rappahannock River Boaters Association (RRBA) will sponsor the "2009 RRBA Spring Radar Shootout", on the waters of the Rappahannock River near Layton, Virginia. The regulation at 33 CFR 100.501 is effective annually for this river boat race marine event. The event consists of approximately 35 powerboats participating in high-speed competitive races, traveling along a 3-mile strait line race course. Participating boats race individually within the designated course. A fleet of spectator vessels is anticipated to gather nearby to view the competition. Due to the need for vessel control during the event, vessel traffic will be temporarily restricted to provide for the safety of participants, spectators and transiting vessels. The regulation at 33 CFR 100.501 would be enforced for the duration of the event. Under provisions of 33 CFR 100.501, from 12 p.m. to 5 p.m. on June 6, 2009, or rain date June 7, 2009, vessels may not enter the regulated area unless they receive permission from the Coast Guard Patrol Commander.

Norfolk Festevents Ltd., Norfolk, VA sponsors the annual "Norfolk Harborfest Celebration", on the waters of the Elizabeth River between Norfolk and Portsmouth, VA. The regulation at 33 CFR 100.501 is effective annually for Norfolk Harborfest marine event. This annual celebration of Norfolk harbor consists of a variety of on the water activities that include an Opening Ceremony – Parade of Sail; jet ski, water ski, wake board demonstrations; Fire boat demonstrations; Lazy Lizzie Anything That Floats Parade and Race; Dinghy Parade; Search and Rescue demonstrations by USCG & USN; and Quick and Dirty Boat Race. Evening pyrotechnic displays "fireworks" will be fired from barge(s) on the Elizabeth River as part of the Harborfest celebration. A large fleet of spectator vessels is anticipated to view the Harborfest activities. Therefore, to ensure the safety of participants, spectators and transiting vessels, 33 CFR 100.501 would be enforced for the duration of the event. Under provisions of 33 CFR 100.501, from 9 a.m. July 3, 2009 to 11 p.m. on July 5,

2009, vessels may not enter the regulated area unless they receive permission from the Coast Guard Patrol Commander. Vessel traffic will be allowed to transit the regulated area between on the water events, when the Patrol Commander determines it is safe to do so.

The Offshore Performance Association (OPA) Racing LLC annually sponsors the "Offshore Grand Prix", on the waters of the North Atlantic Ocean near Ocean City, MD. The regulation at 33 CFR 100.501 is effective annually for the Ocean City Offshore race marine event. The event is conducted on the waters of the North Atlantic Ocean along the shoreline near Ocean City, MD. The event consists of approximately 50 V-hull and twin-hull inboard hydroplanes racing in heats counter-clockwise around an oval race course. A fleet of spectator vessels is anticipated to gather nearby to view the competition. Therefore, to ensure the safety of participants, spectators and transiting vessels, 33 CFR 100.501 would be enforced for the duration of the event. Under provisions of 33 CFR 100.501, from 10 a.m. May 30, 2009 to 5 p.m. on May 31, 2009, vessels may not enter the regulated area unless they receive permission from the Coast Guard Patrol Commander. Due to the need for vessel control during the event, vessel traffic will be temporarily restricted to provide for the safety of participants, spectators and transiting vessels.

The Carolina Cup Regatta, Inc. annually sponsors a power boat race on the waters of the Pasquotank River near Elizabeth City, NC. The regulation at 33 CFR 100.501 is effective annually for this power boat race marine event. The event consists of approximately 25 inboard hydroplanes racing in counter clockwise heats around an oval race course. A fleet of spectator vessels is anticipated to gather nearby to view the competition. Therefore, to ensure the safety of participants, spectators and transiting vessels, 33 CFR 100.501 will be enforced for the duration of the event. Under provisions of 33 CFR 100.501, from 9 a.m. May 16, 2009 to 5 p.m. on May 17, 2009, vessels may not enter the regulated area unless they receive permission from the Coast Guard Patrol Commander. Due to the need for vessel control during the event, vessel traffic will be temporarily restricted to provide for the safety of participants, spectators and transiting vessels.

Discussion of Proposed Rule

The Coast Guard proposes to temporarily suspend the regulations at 33 CFR 100.501 by changing the date of enforcement in the table to § 100.501. The Coast Guard proposes to temporarily change the enforcement period of special local regulations for recurring marine events within the Fifth Coast Guard District. This regulation applies to five marine events listed in the Table to § 100.501 and are listed as follows.

Chester River, Chestertown, MD.

The Table to § 100.501, event No. 21 establishes the enforcement date for the Maryland Swim for Life. This regulation proposes to temporarily change the enforcement date from "June – 3rd Saturday or July – 3rd Saturday" to the second Saturday in July, holding the marine event on July 11, 2009. The District of Columbia Aquatics Club, which is the sponsor for this event, intends to hold this event annually; however, they have changed the date of the event for 2009 so that it is outside the scope of the existing enforcement period. Due to the need for vessel control while swimmers are in the water along the Chester River, vessel traffic would be temporarily restricted to provide for the safety of participants, spectators and transiting vessels.

Rappahannock River, Layton, VA.

The Table to § 100.501, event No. 40 establishes the enforcement date for the “2009 RRBA Spring Radar Shootout”. This regulation proposes to temporarily change the enforcement date from “June – last Saturday” to the first Saturday in June, holding the marine event on June 6, 2009. The temporary special local regulations will be enforced from 12 p.m. to 5 p.m. on June 6 2009, and will restrict general navigation in the regulated area during the event. The Rappahannock River Boaters Association (RRBA), which is the sponsor for this event, intends to hold this event annually; however, they have changed the date of the event for 2009 so that it is outside the scope of the existing enforcement period. Except for participants and vessels authorized by the Coast Guard Patrol Commander, no person or vessel will be allowed to enter or remain in the regulated area. These regulations are needed to control vessel traffic during the event to enhance the safety of participants, spectators and transiting vessels.

Elizabeth River, Norfolk, VA.

The Table to § 100.501, event No. 37 establishes the enforcement date for Norfolk Harborfest. This regulation proposes to temporarily change the enforcement date from “June – 1st Friday, Saturday and Sunday” to the first Friday, Saturday and Sunday in July, holding the marine event on July 3, through July 5, 2009. The Norfolk Festevents Ltd., which is the sponsor for this event, intends to hold this event annually; however, they have changed the date of the event for 2009 so that it is outside the scope of the existing enforcement period. Due to the need for vessel control during various on water activities along the Elizabeth River, vessel traffic would be temporarily restricted to provide for the safety of participants, spectators and transiting vessels.

North Atlantic Ocean, Ocean City, MD.

The Table to § 100.501, event No. 38 establishes the enforcement date for the Ocean City Maryland Offshore Grand Prix. This regulation proposes to temporarily change the enforcement date from “June – 1st Friday and Saturday” to the last Saturday and Sunday in May, holding the marine event on May 30 and 31, 2009. The Offshore Performance Association (OPA) Racing LLC, which is the sponsor for this event, intends to hold this event annually; however, they have changed the date of the event for 2009 so that it is outside the scope of the existing enforcement period. Due to the need for vessel control while high performance power boats race along the shoreline at Ocean City, MD, vessel traffic would be temporarily restricted to provide for the safety of participants, spectators and transiting vessels.

Pasquotank River, Elizabeth City, NC.

The Table to § 100.501, event No. 54 establishes the enforcement date for the Carolina Cup Regatta. This regulation proposes to temporarily change the enforcement date from “June – 2nd Saturday and Sunday” to the third Saturday and Sunday in May, holding the marine event on May 16 and 17, 2009. The Carolina Cup Regatta Inc., which is the sponsor for this event, intends to hold this event annually; however, they have changed the date of the event for 2009 so that it is outside the scope of the existing enforcement period. Due to the need for vessel control while high performance power boats race along the Pasquotank River near Elizabeth City, NC, vessel traffic would be temporarily restricted to provide for the safety of participants, spectators and transiting vessels.

Except for persons or vessels authorized by the Coast Guard Patrol Commander, no person or vessel may

enter or remain in the regulated areas during the effective period. The regulated area is needed to control vessel traffic during the event to enhance the safety of participants and transiting vessels.

In addition to notice in the Federal Register, the maritime community will be provided extensive advance notification via the Local Notice to Mariners, and marine information broadcasts so mariners can adjust their plans accordingly.

Regulatory Analyses

We developed this proposed rule after considering numerous statutes and executive orders related to rulemaking. Below we summarize our analyses based on 13 of these statutes or executive orders.

Regulatory Planning and Review

This proposed rule is not a significant regulatory action under section 3(f) of Executive Order 12866, Regulatory Planning and Review, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that Order. The Office of Management and Budget has not reviewed it under that Order.

Although this proposed rule prevents traffic from transiting a portion of certain waterways during specified events, the effect of this regulation will not be significant due to the limited duration that the regulated area will be in effect and the extensive advance notifications that will be made to the maritime community via marine information broadcasts, local radio stations and area newspapers so mariners can adjust their plans accordingly. Additionally, this rulemaking does not change the permanent regulated areas that have been published in 33 CFR 100.501, Table to § 100.501. In some cases vessel traffic may be able to transit the regulated area when the Coast Guard Patrol Commander deems it is safe to do so.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601-612), we have considered whether this proposed rule would have a significant economic impact on a substantial number of small entities. The term "small entities" comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000.

The Coast Guard certifies under 5 U.S.C. 605(b) that this proposed rule would not have a significant economic impact on a substantial number of small entities. This rule would affect the following entities, some of which might be small entities: the owners or operators of vessels intending to transit or anchor in the areas where marine events are being held. This regulation will not have a significant impact on a substantial number of small entities because it will be enforced only during marine events that have been permitted by the Coast Guard Captain of the Port. The Captain of the Port will ensure that small entities are able to operate in the areas where events are occurring when it is safe to do so. In some cases, vessels will be able to safely transit around the regulated area at various times, and, with the permission of the Patrol Commander, vessels may transit through the regulated area. Before the enforcement period, the Coast Guard will issue maritime advisories so mariners can adjust their plans accordingly.

If you think that your business, organization, or governmental jurisdiction qualifies as a small entity and that this rule would have a significant economic impact on it, please submit a comment (see ADDRESSES) explaining why you

think it qualifies and how and to what degree this rule would economically affect it.

Assistance for Small Entities

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Public Law 104-121), we want to assist small entities in understanding this proposed rule so that they can better evaluate its effects on them and participate in the rulemaking. If the rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please contact Fifth Coast Guard District listed under FOR FURTHER INFORMATION CONTACT at the beginning of this rule. The Coast Guard will not retaliate against small entities that question or complain about this proposed rule or any policy or action of the Coast Guard.

Collection of Information

This proposed rule would call for no new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501-3520.).

Federalism

A rule has implications for federalism under Executive Order 13132, Federalism, if it has a substantial direct effect on State or local governments and would either preempt State law or impose a substantial direct cost of compliance on them. We have analyzed this proposed rule under that Order and have determined that it does not have implications for federalism.

Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531-1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In particular, the Act addresses actions that may result in the expenditure by a State, local, or tribal government, in the aggregate, or by the private sector of \$100,000,000 or more in any one year. Though this proposed rule would not result in such an expenditure, we do discuss the effects of this rule elsewhere in this preamble.

Taking of Private Property

This proposed rule would not effect a taking of private property or otherwise have taking implications under Executive Order 12630, Governmental Actions and Interference with Constitutionally Protected Property Rights.

Civil Justice Reform

This proposed rule meets applicable standards in sections 3(a) and 3(b)(2) of Executive Order 12988, Civil Justice Reform, to minimize litigation, eliminate ambiguity, and reduce burden.

Protection of Children

We have analyzed this proposed rule under Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks. This rule is not an economically significant rule and would not create an environmental risk to health or risk to safety that might disproportionately affect children.

Indian Tribal Governments

This proposed rule does not have tribal implications under Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, because it would not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes.

Energy Effects

We have analyzed this proposed rule under Executive Order 13211, Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use. We have determined that it is not a "significant energy action" under that order because it is not a "significant regulatory action" under Executive Order 12866 and is not likely to have a significant adverse effect on the supply, distribution, or use of energy. The Administrator of the Office of Information and Regulatory Affairs has not designated it as a significant energy action. Therefore, it does not require a Statement of Energy Effects under Executive Order 13211.

Technical Standards

The National Technology Transfer and Advancement Act (NTTAA) (15 U.S.C. 272 note) directs agencies to use voluntary consensus standards in their regulatory activities unless the agency provides Congress, through the Office of Management and Budget, with an explanation of why using these standards would be inconsistent with applicable law or otherwise impractical. Voluntary consensus standards are technical standards (e.g., specifications of materials, performance, design, or operation; test methods; sampling procedures; and related management systems practices) that are developed or adopted by voluntary consensus standards bodies.

This proposed rule does not use technical standards. Therefore, we did not consider the use of voluntary consensus standards.

Environment

We have analyzed this proposed rule under Department of Homeland Security Directive 0023.1 and Commandant Instruction M16475.ID, which guide the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA)(42 U.S.C. 4321-4370f), and made a preliminary determination that this action is one of a category of actions which do not individually or cumulatively have a significant effect on the human environment. Therefore, this rule is categorically excluded, under section 2.B.2. Figure 2-1, paragraph 34(h), of the Instruction and neither an environmental assessment nor an environmental impact statement is required. This rule involves implementation of regulations within 33 CFR Part 100 that apply to organized marine events on the navigable waters of the United States that may have potential for negative impact on the safety or other interest of waterway users and shore side activities in the event area. The category of water activities includes but is not limited to sail boat regattas, boat parades, power boat racing, swimming events, crew racing, and sail board racing. Under figure 2-1, paragraph (34)(h), of the Instruction, an "Environmental Analysis Check List" and a "Categorical Exclusion Determination" are not required for this rule. We seek any comments or information that may lead to discovery of a significant environmental impact from this proposed rule.

List of Subjects in 33 CFR Part 100

Marine safety, Navigation (water), Reporting and recordkeeping requirements, Waterways.

For the reasons discussed in the preamble, the Coast Guard proposes to amend 33 CFR part 100 as follows:

PART 100--SAFETY OF LIFE ON NAVIGABLE WATERS

1. The authority citation for part 100 continues to read as follows:

Authority: 33 U.S.C. 1233.

2. In § 100.501, suspend line No. 21, 37, 38, 40 and 54 in the Table to § 100.501.

3. In § 100.501, from 5:30 a.m. to 2:30 p.m., on July 11, 2009, add line No. 58 in Table to § 100.501; from 12 p.m. to 5 p.m., on June 6, 2009, add line No. 59 in Table to § 100.501; from 9 a.m., July 3, 2009 to 11 p.m., July 5, 2009, add line No. 60 in Table to § 100.501; from 10 a.m., May 30, 2009 to 5 p.m., May 31, 2009, add line No. 61 in Table to § 100.501; from 9 a.m., May 16, 2009 to 5 p.m., May 17, 2009, add line No. 62 in Table to § 100.501; to read as follows:

§ 100.501-T05-0106 Special Local Regulations: Marine Events in the Fifth Coast Guard District.

* * * * *

TABLE TO § 100.501

All coordinates listed in the Table to § 100.501 reference Datum NAD 1983.

Coast Guard Sector Baltimore - COTP Zone				
No.	Date	Event	Sponsor	Location
* 58.	* July 11, 2009.	* Maryland Swim for Life	* District of Columbia Aquatics Club	* The waters of the Chester River from shoreline to shoreline, bounded on the south by a line drawn at latitude 39°10'16" N, near the Chester River Channel Buoy 35 (LLN-26795) and bounded on the north at latitude 39°12'30" N by the Maryland S.R. 213 Highway Bridge.
Coast Guard Sector Hampton Roads - COTP Zone				
No.	Date	Event	Sponsor	Location
59.	June 6, 2009; rain date: June 7, 2009.	RRBA Spring Radar Shootout	Rappahannock River Boaters Association (RRBA)	The waters of the Rappahannock River, adjacent to Layton, VA, from shoreline to shoreline, bounded on the west by a line running along longitude 076°58'30" W, and bounded on the east by a line running along longitude 076°56'00" W.
60.	July 3, 2009 – July 5, 2009.	Norfolk Harborfest.	Norfolk Festevents, Ltd.	The waters of the Elizabeth River and its branches from shore to shore, bounded to the northwest by a line drawn across the Port Norfolk Reach section of the Elizabeth River between the northern corner of the landing at Hospital Point, Portsmouth, Virginia, latitude 36°50'51.0" N, longitude 076°18'09.0" W and the north corner of the City of Norfolk Mooring Pier at the foot of Brooks Avenue located at latitude 36°51'00.0" N, longitude 076°17'52.0" W; bounded on the southwest by a line drawn from the southern corner of the landing at Hospital Point, Portsmouth, Virginia, at latitude 36°50'50.0" N, longitude 076°18'10.0" W, to the northern end of the eastern most pier at the Tidewater Yacht Agency Marina, located at latitude 36°50'29.0" N, longitude 076°17'52.0" W; bounded to the south by a line drawn across the Lower Reach of the Southern Branch of the Elizabeth River, between the Portsmouth Lightship Museum located at the foot of London Boulevard, in Portsmouth, Virginia at latitude 36°50'10.0" N, longitude 076°17'47.0" W, and the northwest corner of the Norfolk Shipbuilding & Drydock, Berkley Plant, Pier No. 1, located at latitude 36°50'08.0" N, longitude 076°17'39.0" W; and to the southeast by the Berkley Bridge which crosses the Eastern Branch of the

				Elizabeth River between Berkley at latitude 36°50'21.5" N, longitude 076°17'14.5" W, and Norfolk at latitude 36°50'35.0" N, longitude 076°17'10.0" W.
61.	May 30, 2009 – May 31, 2009.	Ocean City Maryland Offshore Grand Prix	Offshore Performance Association, OPA Racing, LLC	The waters of the Atlantic Ocean commencing at a point on the shoreline at latitude 38°25'42" N, longitude 075°03'06" W; thence east southeast to latitude 38°25'30" N, longitude 075°02'12" W, thence south southwest parallel to the Ocean City shoreline to latitude 38°19'12" N, longitude 075°03'48" W; thence west northwest to the shoreline at latitude 38°19'30" N, longitude 075°05'00" W. The waters of the Atlantic Ocean bounded by a line drawn from a position along the shoreline near Ocean City, MD at latitude 38°22'25.2" N, longitude 075°03'49.4" W, thence easterly to latitude 38°22'00.4" N, longitude 075°02'34.8" W, thence southwesterly to latitude 38°19'35.9" N, longitude 075°03'35.4" W, thence westerly to a position near the shoreline at latitude 38°20'05" N, longitude 075°04'48.4" W, thence northerly along the shoreline to the point of origin.
Coast Guard Sector North Carolina - COTP Zone				
No.	Date	Event	Sponsor	Location
62.	May 16, 2009 – May 17, 2009.	Carolina Cup Regatta	The Carolina Cup Regatta Inc.	The waters of the Pasquotank River, adjacent to Elizabeth City, NC, from shoreline to shoreline, bounded on the west by the Elizabeth City Draw Bridge and bounded on the east by a line originating at a point along the shoreline at latitude 36°17'54" N, longitude 076°12'00" W, thence southwesterly to latitude 36°17'35" N, longitude 076°12'18" W at Cottage Point.

Dated: March 16, 2009

Neil O. Buschman
Captain, U.S. Coast Guard
Commander, Fifth Coast Guard District
Acting

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 100

[Docket No. USCG-2009-0107]

RIN 1625-AA08

Special Local Regulations for Marine Events; Patuxent River, Patuxent River, MD

AGENCY: Coast Guard, DHS.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard proposes to establish temporary special local regulations for "U. S. Naval Air Station Patuxent River Air Expo 2009", an aerial demonstration to be held over the waters of the Patuxent River adjacent to Patuxent River, Maryland. These special local regulations are necessary to provide for the safety of life on navigable waters during the event. This proposed action would restrict vessel traffic in portions of the Patuxent River during the aerial demonstration.

DATES: Comments and related material must either be submitted to our online docket via <http://www.regulations.gov> on or before **[INSERT DATE 30 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER.]** or reach the Docket Management Facility by that date.

ADDRESSES: You may submit comments identified by docket number USCG-2009-0107 using any one of the following methods:

- (1) Federal eRulemaking Portal: <http://www.regulations.gov>.
- (2) Fax: 202-493-2251.
- (3) Mail: Docket Management Facility (M-30), U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, D.C. 20590-0001.
- (4) Hand delivery: Same as mail address above, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202-366-9329.

To avoid duplication, please use only one of these methods. For instructions on submitting comments, see the "Public Participation and Request for Comments" portion of the SUPPLEMENTARY INFORMATION section below.

FOR FURTHER INFORMATION CONTACT: If you have questions on this proposed rule, call Dennis Sens, Project Manager, Fifth Coast Guard District, Prevention Division, at 757-398-6204 or email at Dennis.M.Sens@uscg.mil. If you have questions on viewing or submitting material to the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone 202-366-9826.

SUPPLEMENTARY INFORMATION:

Public Participation and Request for Comments

We encourage you to participate in this rulemaking by submitting comments and related materials. All comments received will be posted, without change, to <http://www.regulations.gov> and will include any personal information you have provided.

Submitting comments

If you submit a comment, please include the docket number for this rulemaking (USCG-2009-0107), indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online, or by fax, mail or hand delivery, but please use only one of these means. We recommend that you include your name and a mailing address, an e-mail address, or a phone number in the body of your document so that we can contact you if we have questions regarding your submission.

To submit your comment online, go to <http://www.regulations.gov>, select the Advanced Docket Search option on the right side of the screen, insert "USCG-2009-0107" in the Docket ID box, press Enter, and then click on the balloon shape in the Actions column. If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. If you submit them by mail and would like to know that they reached the Facility, please enclose a stamped, self-addressed postcard or envelope. We will consider all comments and material received during the comment period and may change the rule based on your comments.

Viewing comments and documents

To view comments, as well as documents mentioned in this preamble as being available in the docket, go to <http://www.regulations.gov>, select the Advanced Docket Search option on the right side of the screen, insert USCG-2009-0107 in the Docket ID box, press Enter, and then click on the item in the Docket ID column. You may also visit either the Docket Management Facility in Room W12-140 on the ground floor of the Department of Transportation West Building, 1200 New Jersey Avenue SE, Washington, D.C. 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays; or the Fifth Coast Guard District, Prevention Division, 431 Crawford Street, Portsmouth, VA, 23704 between 10 a.m. and 2 p.m., Monday through Friday, except Federal holidays. We have an agreement with the Department of Transportation to use the Docket Management Facility.

Privacy Act

Anyone can search the electronic form of comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review a Privacy Act notice regarding our public dockets in the January 17, 2008 issue of the Federal Register (73 FR 3316).

Public meeting

We do not now plan to hold a public meeting. But you may submit a request for one to the Docket Management Facility at the address under ADDRESSES explaining why one would be beneficial. If we determine that one would aid this rulemaking, we will hold one at a time and place announced by a later notice in the Federal Register.

Background and Purpose

On May 23, 2009 and May 24, 2009, U.S. Naval Air Station Patuxent River, Maryland will sponsor the "Patuxent River Air Expo '09". The public event will consist of military and civilian aircraft performing low-flying, high speed precision maneuvers and aerial stunts over both the airfield at Naval Air Station Patuxent River and the waters of the Patuxent River. Federal Aviation Administration restrictions require that portions of the Blue Angels and aerobatic performance boxes take place over the waters of the Patuxent River. In addition to the air show dates, on May 21, 2009 and May 22, 2009, military and civilian aircraft performing in the air show will conduct practice and demonstration maneuvers and stunts over both the airfield at Naval Air Station Patuxent River and specified waters of the Patuxent River. To provide for the safety of participants, spectators and transiting vessels, the Coast Guard will temporarily restrict vessel traffic in the event area during the air shows, practices and demonstrations, and during other scheduled activities related to the air show.

Discussion of Proposed Rule

The Coast Guard proposes to establish temporary special local regulations on specified waters of the Patuxent River. The regulated area includes waters of the lower Patuxent River, located between Fishing Point and the base of the break wall marking the entrance to the East Seaplane Basin at Naval Air Station Patuxent River, which is approximately 500 yards long and 900 yards wide. The regulated area also includes waters of the lower Patuxent River, located between Hog Point and Cedar Point, which is approximately 2,000 yards long and 167 yards wide. The temporary special local regulations will be in effect from 9 a.m. on May 21, 2009 through 6 p.m. on May 24, 2009. The effect will be to restrict general navigation in the regulated area during the event and during scheduled activities related to the air show. Except for persons or vessels authorized by the Coast Guard Patrol Commander, no person or vessel may enter or remain in the regulated area during the enforcement period. The Patrol Commander will notify the public of specific enforcement times by Marine Radio Safety Broadcast. A 75-yard restricted area, enforced by the Commanding Officer, U.S. Naval Air Station, Patuxent River, Maryland, is described in Title 33 Code of Federal Regulations, Section 334.180. These regulations, extending beyond the restricted area, are needed to control vessel traffic during the event to enhance safety of participants, spectators and transiting vessels.

Regulatory Analyses

We developed this proposed rule after considering numerous statutes and executive orders related to rulemaking. Below we summarize our analyses based on 13 of these statutes or executive orders.

Regulatory Planning and Review

This proposed rule is not a significant regulatory action under section 3(f) of Executive Order 12866, Regulatory Planning and Review, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that Order. The Office of Management and Budget has not reviewed it under that Order.

Although this proposed rule prevents traffic from transiting a portion of the Patuxent River during the air show event, the effect of this regulation will not be significant due to the limited duration that the regulated area will be in effect and the extensive advance notifications that will be made to the maritime community via marine information broadcasts,

local radio stations and area newspapers so mariners can adjust their plans accordingly. In some cases vessel traffic may be able to transit the regulated area when the Coast Guard Patrol Commander deems it is safe to do so.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601-612), we have considered whether this proposed rule would have a significant economic impact on a substantial number of small entities. The term "small entities" comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000.

The Coast Guard certifies under 5 U.S.C. 605(b) that this proposed rule would not have a significant economic impact on a substantial number of small entities. This rule would affect the following entities, some of which might be small entities: The owners or operators of vessels intending to transit or anchor in this segment of the Patuxent River during the event. This regulation will not have a significant impact on a substantial number of small entities because it will be enforced only during the air show. In some cases, vessels may be able to safely transit around or through the regulated area at various times with the permission of the Patrol Commander. Before the enforcement period, the Coast Guard will issue maritime advisories so mariners can adjust their plans accordingly.

If you think that your business, organization, or governmental jurisdiction qualifies as a small entity and that this rule would have a significant economic impact on it, please submit a comment (see ADDRESSES) explaining why you think it qualifies and how and to what degree this rule would economically affect it.

Assistance for Small Entities

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Public Law 104-121), we want to assist small entities in understanding this proposed rule so that they can better evaluate its effects on them and participate in the rulemaking. If the rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please contact Fifth Coast Guard District listed under FOR FURTHER INFORMATION CONTACT at the beginning of this rule. The Coast Guard will not retaliate against small entities that question or complain about this proposed rule or any policy or action of the Coast Guard.

Collection of Information

This proposed rule would call for no new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501-3520.).

Federalism

A rule has implications for federalism under Executive Order 13132, Federalism, if it has a substantial direct effect on State or local governments and would either preempt State law or impose a substantial direct cost of compliance on them. We have analyzed this proposed rule under that Order and have determined that it does not have implications for federalism.

Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531-1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In particular, the Act addresses actions that may result in the expenditure by a State, local, or tribal government, in the aggregate, or by the private sector of \$100,000,000 or more in any one year. Though this proposed rule would not result in such an expenditure, we do discuss the effects of this rule elsewhere in this preamble.

Taking of Private Property

This proposed rule would not effect a taking of private property or otherwise have taking implications under Executive Order 12630, Governmental Actions and Interference with Constitutionally Protected Property Rights.

Civil Justice Reform

This proposed rule meets applicable standards in sections 3(a) and 3(b)(2) of Executive Order 12988, Civil Justice Reform, to minimize litigation, eliminate ambiguity, and reduce burden.

Protection of Children

We have analyzed this proposed rule under Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks. This rule is not an economically significant rule and would not create an environmental risk to health or risk to safety that might disproportionately affect children.

Indian Tribal Governments

This proposed rule does not have tribal implications under Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, because it would not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes.

Energy Effects

We have analyzed this proposed rule under Executive Order 13211, Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use. We have determined that it is not a "significant energy action" under that order because it is not a "significant regulatory action" under Executive Order 12866 and is not likely to have a significant adverse effect on the supply, distribution, or use of energy. The Administrator of the Office of Information and Regulatory Affairs has not designated it as a significant energy action. Therefore, it does not require a Statement of Energy Effects under Executive Order 13211.

Technical Standards

The National Technology Transfer and Advancement Act (NTTAA) (15 U.S.C. 272 note) directs agencies to use voluntary consensus standards in their regulatory activities unless the agency provides Congress, through the Office of Management and Budget, with an explanation of why using these standards would be inconsistent with applicable law or otherwise impractical. Voluntary consensus standards are technical standards (e.g., specifications of materials, performance, design, or operation; test methods; sampling procedures; and related management systems practices) that are developed or adopted by voluntary consensus standards bodies.

This proposed rule does not use technical standards. Therefore, we did not consider the use of voluntary consensus standards.

Environment

We have analyzed this proposed rule under Department of Homeland Security Directive 0023.1 and Commandant Instruction M16475.ID, which guide the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA)(42 U.S.C. 4321-4370f), and made a preliminary determination that this action is one of a category of actions which do not individually or cumulatively have a significant effect on the human environment. Therefore, this rule is categorically excluded, under section 2.B.2. Figure 2-1, paragraph 34(h), of the Instruction and neither an environmental assessment nor an environmental impact statement is required. This rule involves implementation of regulations within 33 CFR Part 100 that apply to organized marine events on the navigable waters of the United States that may have potential for negative impact on the safety or other interest of waterway users and shore side activities in the event area. The category of water activities includes but is not limited to sail boat regattas, boat parades, power boat racing, swimming events, crew racing, and sail board racing. A preliminary environmental analysis check list supporting this determination will be available in the docket where indicated under the "Public Participation and Request for Comments" section of this preamble. We seek any comments or information that may lead to discovery of a significant environmental impact from this proposed rule.

List of Subjects in 33 CFR Part 100

Marine safety, Navigation (water), Reporting and recordkeeping requirements, Waterways.

For the reasons discussed in the preamble, the Coast Guard proposes to amend 33 CFR part 100 as follows:

PART 100--SAFETY OF LIFE ON NAVIGABLE WATERS

1. The authority citation for part 100 continues to read as follows:

Authority: 33 U.S.C. 1233.

2. Add a temporary section, § 100.35-T05-0107 to read as follows:

§ 100.35-T05-0107 Special Local Regulations for Marine Events; Patuxent River, Patuxent River, MD.

(a) Regulated area. The following locations are regulated areas: (1) All waters of the lower Patuxent River, near Solomons, Maryland, located between Fishing Point and the base of the break wall marking the entrance to the East Seaplane Basin at Naval Air Station Patuxent River, within an area bounded by a line connecting position latitude 38°17'39"N, longitude 076°25'47"W; thence to latitude 38°17'47"N, longitude 076°26'00"W; thence to latitude 38°18'09"N, longitude 076°25'40"W; thence to latitude 38°18'00"N, longitude 076°25'25"W, located along the shoreline at U.S. Naval Air Station Patuxent River, Maryland.

(2) All waters of the lower Patuxent River, near Solomons, Maryland, located between Hog Point and Cedar Point, within an area bounded by a line drawn from a position at latitude 38°18'41"N, longitude 076°23'43"W; to latitude 38°18'16"N, longitude 076°22'35"W; thence to latitude 38°18'12"N, longitude 076°22'37"W; thence to latitude 38°18'36"N, longitude 076°23'46"W, located adjacent to the shoreline at U.S. Naval Air Station Patuxent River, Maryland. All coordinates reference Datum NAD 1983.

(b) Definitions: (1) Coast Guard Patrol Commander means a commissioned, warrant, or petty officer of the U. S. Coast Guard who has been designated by the Commander, Coast Guard Sector Baltimore.

(2) Official Patrol means any vessel assigned or approved by Commander, Coast Guard Sector Baltimore with a commissioned, warrant, or petty officer on board and displaying a Coast Guard ensign.

(c) Special local regulations: (1) Except for persons or vessels authorized by the Coast Guard Patrol Commander, no person or vessel may enter or remain in the regulated area.

(2) The operator of any vessel in the regulated area must: (i) Stop the vessel immediately when directed to do so by the Coast Guard Patrol Commander or any Official Patrol.

(ii) Proceed as directed by the Coast Guard Patrol Commander or any Official Patrol.

(d) Enforcement period: This section will be enforced as follows; (1) During the air show practice from 9 a.m. to 5 p.m. on May 21, 2009.

(2) Air show practice and modified show from 9 a.m. to 5 p.m. on May 22, 2009.

(3) "Meet the Performers Party" (at Cedar Point Officers' Club) performance from 6 p.m. to 9 p.m. on May 22, 2009.

(4) Air show performances from 9 a.m. to 5 p.m. May 23 and 24, 2009.

Dated: March 16, 2009

Neil O. Buschman
Captain, U.S. Coast Guard
Commander, Fifth Coast Guard District
Acting